

# The Mining Journal

## AND COMMERCIAL GAZETTE.

No. 148.—VOL. V.

LONDON: SATURDAY, JUNE 23, 1838.

[PRICE {WITH A SUPPLEMENT} 6<sup>d</sup>.]

### POSTPONEMENT OF SALE.

**MR. KIRKMAN** begs respectfully to inform his friends and the public, that the SALE, announced for Wednesday, the 27th instant, is POSTPONED, in consequence of the preparations making for the Festival of the Coronation. Due notice of the day upon which it is to be held will be given, and printed particulars may be had seven days previous to sale, at the office of Mr. Kirkman, Mine and Mineral Estate Agent, 12, Pancras-lane, London, or of his Agents in all the principal towns in England.

### VALUABLE MINING PROPERTY.

**MR. KIRKMAN** is instructed to offer to PUBLIC COMPETITION, at his next Periodical Sale of Mineral Properties, unless previously disposed of by private contract, a variety of SHARES in some of the most important and promising MINES in CORNWALL, including

#### TRESAVAN,

which has yielded and divided a profit amongst the fortunate proprietors exceeding Three Hundred and Fifty Thousand Pounds.

#### NORTH ROSKEAR,

which is well founded in all necessary and useful machinery and materials, worth by estimate from £12,000 to £14,000, and is now giving dividends every two months.

#### MARAZION,

which is now in full operation, and from which regular and large dividends may be expected in the course of the present summer.

#### EAST POOL,

which is now making large returns, and promises in a short time to be one of the most productive and profitable mines now working.

Also in HALL BEAGLE, TREWAVAS, TREWASKUS, POLBREEN, PERRAS CONSOLS, SOUTH TOWN, SOUTH POLGOOTH, BRITISH SILVER LEAD, HARMONY and MONTAGUE, TREWOLVAS, TREWORGUS, WEST WHEEL JEWEL, TRELEIGH CONSOLS, CORNWALL UNITED MINING ASSOCIATION, PROVIDENCE MINE (St. Ives), WHICAL PROVIDENCE, GWINCAR, and many others.

Printed particulars may be had seven days previous to sale (of which due notice will be given), on application to Mr. Kirkman, Mine and Mineral Estate Agent, 12, Pancras-lane, London; or of his Agents, in all the principal towns in England. Shares in the above, and many other mines, at all times for Sale by Private Contract.—12, Pancras-lane, June 11.

### VALUABLE COAL PROPERTY.

**MR. LEIFCHILD** has received instructions to offer for SALE, by Private Contract, an extremely valuable COAL PROPERTY, in South Wales, affording a most advantageous situation for Copper Works, and the Anthracite coal being in the immediate neighbourhood, combining a highly important advantage for the erection of furnaces for iron. The mineral is worked at a water level within the distance of a mile from the shipping place of an extensive navigable river, and communicating by easy and cheap conveyance with another first-rate port in the principality. The coal, which is bituminous, is universally approved of, and the property, which possesses many acres of certain profit, presents a rare and eligible opportunity to capitalists and others wishing to embark in manufactures requiring the use of coals. A full descriptive particular, with plan of the estate, may be seen by principals applying at Mr. Leifchild's offices, 48, Lothbury, London.

VERY VALUABLE MINES AND MINERALS, IRON WORKS, COPPER WORKS, FACTORIES, ETC.

**MESSRS. MURRAY, TATTERSALL, & MURRAY** will SELL BY AUCTION, in lots, at the Mackworth Arms, Swansea, on Wednesday, the 4th July next, one-third portion of the

#### DEMESNE AND MANOR OF NEATH ABBEY,

In the county of Glamorgan, amounting to 2401 a. 1 r. 15 p.; together with one-third of all the very VALUABLE MINES AND MINERALS under the surface, extending from the River Tawe and the Swansea Canal on the north, to the Neath and Swansea Canals and the sea-port of Neath on the south—a district abounding in approved veins of excellent Bituminous Coal, Iron, stone, and Fire clay, a considerable portion of which is wrought free. Also, ONE-THIRD SHARE in the CROWN, CHEADLE, and MINES ROYAL COPPER WORKS, the NEATH ABBEY IRON WORKS,

with the Steam-engine Factories, Iron and Blast Furnaces, Forges, &c. &c., all in the immediate vicinity of the sea-port and market towns of Neath and Swansea, in the county of Glamorgan.

Printed particulars, with plans, will be published on the 20th May; and for further information apply to Thomas Fox, Esq., Beaumont, Dorset; or to Messrs. Murray, Tattersall, and Murray, Surveyors and Land Agents, 47, Parliament-street, London. Letters post-paid.

### PENBROKESHIRE—SOUTH WALES.

VERY VALUABLE FREEHOLD (AND PART LONG LEASEHOLD) ESTATES. **MESSRS. MURRAY, TATTERSALL, & MURRAY** will SELL BY AUCTION, at the Coburg Hotel, in the town of Tenby, on Friday, the 14th day of July next, at Two o'clock, P.M.

The FREEHOLD CROFT and PARADE, situate in the fashionable sea-bathing town of Tenby, containing 2 a. 1 r. 6 p., with the ground trees thereon, part let on lease to Mr. B. Jones (being four lots of ground on which four houses have been built), for a term of three lives, or ninety-nine years, at a rent of £28 per annum; and the remainder let at will to the same person at £10 a year, upon an agreement to give up possession when demanded.

**MORGAN'S FARM AND COLLIERY**, freehold, containing 131 a. 1 r. 18 p., of good arable, meadow, and pasture land, situate within four miles of Tenby, let at will, to Margaret Parcel, at the low yearly rent of £50.

Also the COAL, under the said lands, let to Messrs. Wilson and Smith, for twenty-one years, from the 7th March, 1839, at a royalty of fully 1 d. of the coal and culm delivered at the pit's mouth; this royalty has amounted to £450 per annum.

**MOUNTAIN FARM**, leasehold for three lives, from the Bishop of St. David's (at a low yearly rent), containing 169 a. 3 r. 16 p., of good arable, meadow, and pasture land, situate near Tenby, let on lease to Mr. John Morris, for a term of twenty-one years, at the low rent of £75 per annum.

Mr. John Jones, at Morgans, will show the property, of which descriptive particulars and plans will be ready by the 25th of June. For further information apply to Mr. Lee, Solicitor, Lincoln's Inn; or to Messrs. Murray, Tattersall, and Murray, Surveyors and Land Agents, 47, Parliament-street.

Letters to be post paid.

**MR. THOMAS ALLSOP, STOCK AND SHARE BROKER**, respectfully announces that he has REMOVED from Old Broad street into the more central and convenient offices occupied by the Blackwall Railway Company, No. 34, Cornhill. \* \* \* T. ALLSOP has at all times the means of effecting purchases and sales in the BLACKWALL, NORTHERN and EASTERN, BIRMINGHAM and MANCHESTER, EASTERN COUNTIES, and CROYDON RAILWAYS upon advantageous terms. Business transacted in the shares of all the Public Companies, and in the more respectable Mines. N.B. A large office to let. 34, Cornhill, London.

**WEST WHEEL JEWEL MINE**.—Any Person desirous of SELLING SHARES in the above Mine, at a reasonable price, will meet with a Purchaser, on application (if by letter, post paid) to William Treney, Jun., Mining Agent and Share Broker (from Redruth, Cornwall) at his offices, No. 50, Threadneedle-street, London.

**TO CAPITALISTS**.—An opportunity occurs for Embarking Two Thousand Pounds in a LEAD MINE of the greatest promise, either in one sum or in parts. A steam-engine is already put up, and Ore in considerable quantity discovered, but a further outlay is indispensable for advantageously working it—the reasons for which will be satisfactorily explained, and every particular given, by application to J. Eyre Wyche, Esq., 49, Moorgate-street.

**A PORTION OF THE ADDITIONAL SHARES OF £2 each, PAID IN FULL**, in a very promising LEAD MINE, are now offered to the Public at £1 each, in conformity to the resolution passed by the committee on the 15th ult. Apply (if by letter, post paid) to Mr. C. Smith, at 32, Three King-court, Lombard-street, who will explain more particularly the present state of the Mine. \* \* \* The privilege of taking these shares cannot extend beyond the 23d instant.

**HIGH-PRESSURE STEAM-ENGINE AND BOILER FOR SALE.** A CAPITAL TWENTY-HORSE POWER HIGH-PRESSURE STEAM-ENGINE, with BOILER (20 feet by 5 diameter), made by Taylor and Martineau, with additions and improvements by Trefry and Co. TO BE SOLD, as they stand—price £2000 cash, to be paid down at the time of sale. The whole to be removed by the purchaser, and at his sole expense, within seven clear working days from the day of sale. Apply (if by letter, post paid) to Messrs. Barrett's, at their Brass and Iron Foundry, Beach-street, Barbican, London.

**TO ENGINEERS, STEAM-PACKET, and other Public Companies** requiring extensive Water-side Premises. TO BE LET ON LEASE, or the long unexpired term of lease to be sold (forty-five to sixty years), a most eligible WHARF, with moorings, &c., of about two hundred and ninety-feet, frontage, and good depth of water; several modern built manufactories, new engine room and shaft, and sundry tenements; situate at Mill-wall, Poplar. For further particulars apply by letter, post paid, to Mr. Hillman, on the premises.

**TO CAPITALISTS**.—SHARES IN A VALUABLE LEAD MINE TO BE SOLD.—The proprietors of a current-working and valuable Lead Mine, in the county of Northumberland, are desirous of increasing the number of Shares in the concern, for the purpose of enabling them to win the lower sills of the mine. The Mine has been extremely productive in the higher sills, which are at present yielding ore. There are Smelting Mills, and every convenience on the premises for working the mine in the most extensive manner; and being situated at a short distance from the Newcastle and Carlisle Railway, the Lead can be conveyed to market at a cheap rate. Or, the Company will treat for the sale of the entire concern.—References will be given on application to the Editor of the "Mining Journal."

**CARDIGANSHIRE**.—A MINE TO BE SOLD, Three Miles east of Llogadfa Llaburth Mines. All the veins of the above go through this soil, called Llogadfa Llaburth, containing about 700 acres of land.—Apply to Mr. John Jones, Tyndraimen, near Ystradmeile.

### MANCHESTER AND BIRMINGHAM RAILWAY.—

EXTENSION OF TIME FOR LETTING CONTRACTS. Notice is hereby given, that the TIME of letting the four several contracts for works, advertised for Wednesday, the 29th inst., is EXTENDED for ONE WEEK, namely, to the following Wednesday, the 27th inst., on which latter day, instead of the day previously announced, the directors of the company will meet at their offices in Bond-street, Manchester, at Eleven o'clock in the forenoon precisely, to receive tenders for the execution of the same several contracts.

ROBERT BARBOUR,

Chairman of the Board of Directors.

Manchester & Birmingham Railway-offices, 23, Bond-street, Manchester, June 12.

### MANCHESTER AND BIRMINGHAM RAILWAY.

CONTRACTS FOR WORKS. The Directors of the Manchester and Birmingham Railway Company will meet at their offices, No. 23, Bond-street, Manchester, on Wednesday the 29th day of June next, at eleven o'clock in the forenoon precisely, to receive TENDERS for the execution of the following Contracts:—

Contract No. 1, or FAIRFIELD-STREET CONTRACT, commences at the north end of the north abutment of a bridge intended to be erected to carry the railway over Fairfield-street, in the town of Manchester, and terminates at the distance of fifty yards south of the centre of Chapel-field Road, in the township of Ardwick. This contract comprises the erection of a viaduct between the above-mentioned points, a distance of 1155 feet.

Contract No. 2, or CHANCERY-LANE CONTRACT, commences at the distance of fifty yards south of the centre of Chapel-field Road, in the township of Ardwick, and terminates at the distance of 270 yards south of the centre of the road called Chancery Lane, in the same township. This contract comprises the erection of a viaduct between the above-mentioned points, a distance of 2146 feet.

Contract No. 3, or HYDE ROAD CONTRACT, commences at the distance of 270 yards south of the centre of the road called Chancery Lane, in the township of Ardwick, and terminates at the south end of the south abutment of a bridge intended to be erected to carry the railway over the turnpike-road from Manchester to Hyde. This contract comprises the erection of a viaduct between the above-mentioned points, a distance of 1773 feet.

Contract No. 4, or HEATON NORRIS CONTRACT, commences at the south end of the south abutment of a bridge intended to be erected to carry the railway over the turnpike-road from Manchester to Hyde, and terminates about 170 yards from the right bank of the river Mersey, and 120 yards on the west side of the Wellington Road, in the township of Heaton Norris, in the county of Lancaster. This contract comprises the whole of the earth-work, bridges, archways, culverts, and other necessary works; also the ballasting and laying of the permanent way between the above-mentioned points, a distance of 544 chains. It comprises, also, the ballasting and laying of the permanent way on the first, second, and third contracts, an additional distance of nearly seventy-seven chains.

Drafts of the contracts, with plans, drawings, and specifications, will be ready for inspection on and after Monday the 28th day of May inst., at the offices of the company's engineer, Fairfield-street, Manchester; and the quantities of the works contained in the several contracts will at the same time be furnished by the engineer. Printed forms of tender may be had at the same place, and at the company's offices in Bond-street, Manchester, at which latter offices all tenders must be lodged previously to the hour of meeting, endorsed "Tender for Works," and no tender except the printed form, furnished by the company, will be attended to.

The party whose tender is accepted, will be required to enter into a bond, with two sureties, for the due performance of the contract, to the extent of 10 per cent. on the gross amount of such contract; and the names and descriptions of the proposed sureties must be set forth in the tender.

The directors will not consider themselves bound to accept the lowest tender; and they expect the several parties tendering, or persons duly authorised by them, to be in attendance at the offices in Bond-street, Manchester, at the time of meeting.

ROBERT BARBOUR,

Chairman of the Board of Directors.

Manchester & Birmingham Railway Offices, 23, Bond-street, Manchester, May 18.

### MANCHESTER AND LEEDS RAILWAY.—EXTENSION

OF TIME FOR LETTING THE TUDMORLEN AND MILLWOOD CONTRACTS.—Notice is hereby given, that the letting of the Tudmorden and Mill Wood contracts, advertised for Monday the 18th June, is POSTPONED to Monday the 25th June, 1838.

JAMES WOOD, Chairman.

### MANCHESTER AND LEEDS RAILWAY.—CONTRACTS

FOR WORKS.—The Directors of the Manchester and Leeds Railway Company will meet at their offices, 9, Brown-street, in Manchester, on Monday, the 18th day of June, at Twelve o'clock at noon precisely, to RECEIVE TENDERS for the undermentioned contracts:—

Tudmorden Contract.—To make and maintain the railway with all excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting of the permanent way and sidings, and furnishing the necessary stone blocks, but exclusive of the wooden sleepers, rails, chairs, and fastenings; as also the Gauxholme Viaduct. Commencing at a point about five chains to the north-east of Clough Mill, and terminating at about twelve chains to the north-east of the road from Tudmorden to Burnley, being a distance of about one mile and twenty-two chains, exclusive of the length of the Gauxholme viaduct.

Mill Wood Contract.—To make and maintain the railway, with all its works in like manner, from the termination of the Tudmorden contract to Castle Clough Mill, being a distance of about sixty-two chains.

Drafts of the contracts, with plans and specifications of the works, will be ready for inspection, at the engineer's office, Pallatine-buildings, Hunt's Bank, Manchester, on and after the 1st day of June.

Printed forms of tender may be had after the above date, at the office in Manchester, and no others will be attended to. The tenders must be delivered at the railway office, 9, Brown-street, in Manchester, at or before Ten o'clock in the forenoon, on Monday, the 18th June, under a sealed cover, addressed to the chairman, and endorsed "Tender for Works," and the parties tendering, or persons duly authorised by them, must be in attendance at the time of meeting.

The parties whose tender is accepted will be required to enter into a bond, with two sureties for the due performance of the contracts, in a penalty of not less than 10 per cent. upon the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender. The directors will not bind themselves to accept the lowest tender.

JAMES WOOD, Chairman.

Manchester and Leeds Railway Office, 9, Brown-street, Manchester, April 30.

### CHESTER AND BIRKENHEAD RAILWAY.—CONTRACT

FOR WORKS.—The Directors of the Chester and Birkenhead Railway Company will meet at their office, 24, Fenwick-street, Liverpool, on Monday, the 2d day of July next, at Twelve o'clock at noon precisely, to receive TENDERS for the following Works:—

First.—The SUTTON CONTRACT, extending from the north side of Plymyard Brook, in the township of Eastham, to a Stake about seven chains north of the occupation lane, at the southern boundary of the township of Ledsham, being a distance of three miles and seventeen chains or thereabouts.

Second.—The WESTON CONTRACT, extending from the termination of the preceding contract to the north side of Brook-street, Chester, being a distance of four miles and thirty-nine chains, or thereabouts.

The contracts to comprise the making of the railway, with all the excavations, embankments, bridges, culverts, fences, gates, and drains, and other works complete, including the laying and ballasting of the permanent way, and providing all necessary materials for the same (except the iron rails, chairs, and fastenings), and to keep the whole of the works in good repair for one year after completion.

A draft of the contracts, with plans and specifications of the works, will be ready for inspection at the office of Mr. John Dixon, the resident engineer of the company, at the Town-hall, Birkenhead, on and after Monday, the 18th day of June.

Printed forms of tenders may be had at the same place, and no others will be attended to. The tenders must be delivered (sealed) at the company's office, 24, Fenwick-street, Liverpool, on or before Monday, the 2d day of July, and the parties tendering must attend the meeting at Twelve o'clock on the following day.

The parties whose tenders are accepted will be required to enter into a bond, with the sureties for the due performance of the contract, in a penalty of not less than 10 per cent. upon the gross sum contracted for, and the names of the proposed sureties are to be specified in the tender.

The directors will not bind themselves to accept the lowest tender.

WILLIAM DIXON, Chairman.

May 28.

### CHELTHAM AND GREAT WESTERN UNION RAILWAY.—CONTRACTS FOR WORKS.

Notice is hereby given, that the directors will meet, at the Manor-office, in Cheltenham, on Tuesday, the 10th of July, at Twelve o'clock, to RECEIVE TENDERS for the following works:—

CHELTHAM AND GLOUCESTER DIVISION.

CONTRACT NO. 1 C.—The excavation and foundation of the earthwork, and the construction of all bridges, culverts, and other brickwork and masonry, and the entire completion (except the ballasting and laying of the permanent rails) of that portion of the railway extending from the south side of the Lansdowne-road, at Cheltenham, to the eastern boundary of the field, No. 31, in the Parliamentary plans, in the parish of Churchdown, being a distance of about two miles and sixty chains.

CONTRACT NO. 2 C.—The construction and completion of the works, as in the preceding contract, of that portion of the railway, extending from the termination of Contract No. 1 C, to the turnpike road at Barnwood, being a distance of about two miles and forty chains.

Drafts and specifications of the above works may now be seen at the engineer's office at Barnwood, near Gloucester; and in London, at 18, Duke-street, Westminster; and forms of tender may be had at the same offices.

The directors will not consider themselves bound to accept the lowest tender, and they expect the parties to attend at the Manor-office, at One o'clock on the 10th July.—June 7.

J. MERRICK, Sec.

**LONDON AND BIRMINGHAM RAILWAY**.—The Public are informed, that on SUNDAY, the 24th instant, and on every succeeding Sunday until further notice, the Train, which now leaves London at 9 A.M. for Denbigh Hall, WILL RUN TO BIRMINGHAM, and that an ADDITIONAL TRAIN will leave Birmingham at Ten A.M. for London, stopping at all the stations.

By order, R. CREED } Secretaries to the board.  
C. R. MOORSOM }

London, June 18.

### GREAT WESTERN RAILWAY.—The following, until further notice, will be the hours of departure for TRAINS each way (excepting

Sundays) taking up or setting down passengers at Drayton and Slough in the journey down, and at Slough and Drayton in the journey up:—

FROM PADDINGTON AND FROM MAIDENHEAD.

MORNING. TRAINS. AFTERNOON.

8 o'clock (Mondays, half-past 7) 4 o'clock

9 ditto 5 ditto

10 ditto 6 ditto

12 ditto noon 7 ditto

On Sundays the Trains will leave Paddington and Maidenhead at the undermentioned hours only:—

7 o'clock morning 5 o'clock afternoon

8 ditto ditto 6 ditto ditto

9 ditto ditto 7 ditto ditto

By order of the directors, CHAS. A. SAUNDERS } Secs.  
THOMAS OSLER }

London, June 18.

### KENT ZOOLOGICAL AND BOTANICAL GARDENS

COMPANY, Rosherville, near Gravesend.—The directors, being now in a position to proceed with the works at the Gardens, also to land and embark passengers at their pier, Rosherville, are ready to treat with proprietors of steam-boats and others, on favourable terms, for the exchange of certificates between the hours of Eleven and Four o'clock daily.

Offices, 6, King William-street, Mansion-house, June 19.

### SUB-MARINE AND WRECK-WEIGHING ASSOCIATION.

For Recovering the Cargoes and Hulls of Stranded Vessels, and for Preserving the Lives of the Crews of Ships in Distress.—Office, 106, Fenchurch-street, London. To be incorporated by Act of Parliament.

Capital £250,000, in 10,000 shares of £25 each. Deposit £2 per share.—Calls not to exceed £3 per share, of which two months notice will be given.

DIRECTORS.

Captain Sir John Ross, C.B., R.N., F.R.S.

Captain the Hon. Arthur Duncombe, R.N., M.P.

Captain George William Manby, F.R.S., &c.

Captain Henry William Hyland, H.E.I.C.

(With power to add to their number).

BANKERS.

Messrs. Williams, Deacon, and Co., 20, Birchin-lane.

Messrs. Wright and Co., Henrietta-street, Covent-garden.

Secretary and Home Manager.—Mr. H. R. Fanshawe.

Engineer and Superintendent.—Mr. William Bush.

Solicitors.—Messrs. Shave and Taylor, 110, Fenchurch-street.

Applications for the remaining shares to be made to the Secretary, Mr. Fanshawe, at the Offices of the Association, 106, Fenchurch-street; or to their Solicitors, Messrs. Shave and Taylor, 110, Fenchurch-street, until the 30th inst.

### STAFFORDSHIRE HEMP AND FLAX COMPANY.—

NOTICE TO APPLICANTS FOR SHARES.

Notice is hereby given, that on the 25th inst. the DEED OF SETTLEMENT will be EXECUTED by the INVENTOR, and applicants for shares in the capital of this company are required to pay, between that day and the 30th inst., a DEPOSIT OF TWO POUNDS upon each share they may require, either at the London and Westminster Bank, 39, Threadneedle-street, London, or at the National Provincial Bank of England, Rugeley, Staffordshire, where the same will be placed to the account of the trustees of the company.

The deposit will be received subject to any portion being returned in the event of the whole of the shares required not being granted to the applicant.

The deposit will not be received without an order from one of the under-mentioned parties, viz., Mr. Henry Wheeler, Stock-broker, 23, Threadneedle-street, London; Mr. Greatorex, 70, Upper Norton-street, Portland-place, London; Messrs. Smith and Buckle, Solicitors, Rugeley; Mr. Christopher Roberts, Share-broker, Newcastle-upon-Tyne; Messrs. Cardwell and Sons, Share-brokers, Manchester; Messrs. Reynolds and Son, Share brokers, Liverpool; Messrs. J. and J. Kempster, Newcastle-upon-Tyne; and Mr. Fenton, the Secretary, Stafford.

Stafford, June 13.

### SAVOY IRON AND COAL COMPANY.—

Capital, £200,000, in 10,000 shares of £20 each, with power in the directors to increase the capital by the issue of 5000 additional shares. Deposit £2 10s. per share. The liability of the shareholders to be limited to the amount of their shares.

DIRECTORS.

J. G. Tyrie, Esq. H. J. Blaksley, Esq.

Robert Passenger, Esq. George Rahn, Esq.

G. M. Glascock, Esq.

BANKERS.—London: Messrs. Glyn, Hallifax, Mills, and Co., Bristol: West of England and South Wales District Bank; Liverpool: Bank of Liverpool; Manchester: Union Bank of Manchester; Birmingham: Birmingham Banking Company; Paris: Messrs. Andre and Cottier; Geneva: Messrs. Hentsch, Brothers.

AGENTS.—Amsterdam: George Maes, Esq.; Rotterdam: Messrs. Smith and Gulde-mont; Antwerp: Charles Breguigny, Esq.

SOLICITORS.—Messrs. Leeks and Wells, Charlotte-row, Mansion-house.

Copcessions of iron, copper, and lead ores, coal and other minerals, extending over 250 square miles, in the Duchy of Savoy, having been granted by the Government, it is proposed to erect iron works near St. Germain, about thirty miles from Geneva. There is already a blast-furnace and iron-works upon the concession belonging to the company, capable of making the machinery for the larger works.

Veins of iron ore of excellent quality, with extensive beds of anthracite coal above them, varying in thickness from nine to twenty-five feet, and extending over a space of more than ten miles, have recently been opened.

The mines are in open galleries, whereby the usual heavy expense of drainage by machinery is avoided.

Pig-iron may be manufactured at about £3, and bar-iron at less than £8 per ton. The selling price of bar-iron in Savoy, where there is a protecting duty of £11, per ton, varies from £26 to £30; in Switzerland it is about £22; and in France £15 per ton.

In addition to the present consumption of iron in Savoy and the adjoining countries, which is great, the circumstance of a Railroad having been decided upon between the Lakes Geneva and Neuchâtel, and another projected from Turin to Genoa, must afford great advantages to this company.

Means have lately been discovered by which anthracite coal is made applicable to the manufacture of iron, as well as to domestic purposes. As the price of fuel at Geneva and in Savoy is extremely high, the only supply of bituminous coal being derived from Lyons, an immense market is open for the consumption of that article. The annual gain of a large sum may also be reckoned upon from the lead and copper mines of the concessions, which are known to be rich and abundant.

Asphalte abounds, and may therefore be procured at a very small expense.

Applications for Shares to be made to Messrs. Leeks and Wells, solicitors, 2, Charlotte-row, Mansion-house, and at the offices of the company, 65, Old Broad-street, City, where detailed prospectuses may be obtained.

May 28. C. F. SMITH, Sec.

### LONDON POTTERY COMPANY.

Capital £150,000, in 15,000 shares of £10 each. Deposit £1 per share. This company has been formed for the purpose of introducing the manufacture of earthenware and china to the banks of the Thames.

The demand for this beautiful and useful manufacture has hitherto been almost entirely supplied by the Potteries in Staffordshire—a locality (from its distance from the raw materials, and the great expense of sending the ware to its most valuable market in the metropolis) burdens it with an enhanced price.

Notwithstanding these serious disadvantages, the consumption has yearly increased, and it is ascertained that the annual value of the various kinds of pottery amounts to £1,500,000. The exports have risen, in declared value, from £437,512, in 1827, to £837,774, in 1836.

The chief ingredients employed in the composition of pottery are clay and flint. The first is obtained from Dorsetshire, Devonshire, and Cornwall, whence it is shipped to Liverpool, and, after an inland navigation of nearly fifty miles by the Bridgewater and Grand Trunk Canals, it reaches the Potteries. The saving in the transit of clay will be equal to 45 per cent.

The flint most generally used is obtained from Gravesend, at the rate of 8s. per ton, to which there is an addition of 15s. for carriage. In this article the saving will be fully 250 per cent.



PROCEEDINGS OF PARLIAMENT RELATIVE TO  
JOINT STOCK COMPANIES.

## SATURDAY.

**Birmingham and Derby Railway**—Bill reported; reported ordered to lie on the table, and to be printed.

## MONDAY.

**Eastern Counties Railway**—Bill reported; report ordered to lie on the table, and to be printed.

**Bolton and Preston Railway Bill**—Lords amendments agreed to.  
**Midland Counties (Mountsorrel) Railway Bill**—Lords amendments agreed to.  
**Indian Steam Ship Company**—Petition for bill reported; bill ordered to be brought in by Mr. W. Wynn and Mr. Gaskell.

**Mails on Railways Bill**—Petition of the company of proprietors of the North Union Railway, against; ordered to lie on the table.

**Message from the Lords**—That they have agreed to the Edinburgh and Glasgow Railway Bill.

**Coal Trade (Port of London) Bill**—Further consideration of report deferred till Friday.

**Mails on Railways Bill**—Second reading deferred till Friday.

**Dean Forest Mines Bill**—Third reading deferred from Wednesday till Monday next.

**Dean Forest Encroachments Bill**—Third reading deferred from Wednesday till Monday next.

## WEDNESDAY.

**Joint-Stock Banks**—Return presented of banks that have suspended payment, from 1832 to the present time [ordered 7th June]; ordered to lie on the table.

**National Loan Fund Assurance Company**—Bill reported; ordered to be ingrossed.

**Festiniog Railway**—Bill reported; (and it appearing, by the report of the committee, that the standing orders relating to railway bills did not apply to the said bill); bill ordered to be ingrossed.

**India Steam Ship Company**—Bill "for forming and regulating a company, to be called 'The India Steam Ship Company,' and to enable the said company to purchase certain letters patent," presented, and read first time; to be read second time.

**Bank of Ireland**—Petitions against renewal of the charter, from governor and proprietors of the Hibernian Joint-Stock Banking Company, and Ennis-corthy; referred to select committee on joint-stock banks.

**Mails on Railways Bill**—Petitions against, from the London and Southampton Railway Company; Manchester, Bolton, and Bury Canal and Railway Company; North Midland Railway Company; Bristol and Exeter Railway Company; Liverpool and Manchester Railway Company; Grand Junction Railway Company; ordered to lie on the table.

**Isle of Thanet Cemetery**—Bill read third time, and passed.

**Garnkirk and Glasgow Railway Bill**—Report further considered; amendments agreed to; bill ordered to be ingrossed.

**Hartlepool Dock and Railway Bill**—Report further considered; bill recommended to former committee.

**Newcastle and Cuper Angus Railway Bill**—Report further considered; amendments agreed to; bill to be ingrossed.

## THURSDAY.

**Garnkirk and Glasgow Railway Bill**—Read third time and passed.

**Newcastle and Cuper Angus Railway Bill**—Read third time and passed.

**Mails on Railways Bill**—Petitions against from the London and Birmingham Railway Company, and the Great Western Railway Company; ordered to lie on the table.

**Bank of Ireland**—Petition of the Lord Mayor and citizens of Dublin, against renewal of the charter; ordered to lie on the table.

**Edinburgh and Glasgow Railway Bill**—Lords amendments agreed to, with an amendment.

**Message from the Lords**—That they have agreed to the Grand Junction Railway Bill.

**Joint-Stock Banks**—Return [presented 20th June] referred to the select committee on Joint-Stock Banks.

## FRIDAY.

**Grand Junction Railway Bill**—Lords amendments agreed to.

**Sugar Refining Patent Bill**—"For forming and establishing the 'Colonial Patent Sugar Company,' and to enable the said company to purchase certain Letters Patent," presented, and read first time; ordered to be read second time.

**Mails on Railways Bill**—Petitions against from London and Croydon Railway Company; South-Eastern Railway Company; London and Brighton Railway Company; and Eastern Counties Railway Company; ordered to lie on the table.

**Festiniog Railway Bill**—Read third time and passed.

**Message from the Lords**—That they have agreed to the Edinburgh and Glasgow Railway Bill.

**Mails on Railways Bill**—Second reading deferred till Monday next.

**Coal Trade (Port of London) Bill**—Further consideration of report deferred till Monday next.

## PARLIAMENTARY SUMMARY.

## HOUSE OF LORDS.

## MONDAY.

The bill "to provide trustees for certain charitable estates of small value," was read a second time.—The Oath Validity Bill was read the third time and passed.—Lord GLENELG told Lord Brougham that the subject of an amicable intercourse between Hayti and Jamaica and this country was now in the course of discussion with the French government.

## TUESDAY.

Lord WHARNCLEFFE moved the second reading of the Oxford and Great Western Railway Bill, which, after considerable discussion and opposition, was carried by 63 yeas to 45 noes—majority in favour, 18. The Duke of WELLINGTON had presented a petition from the chancellor, masters, and scholars of the University of Oxford, praying to be heard by council at the bar against the bill, but that motion was not pressed.

## WEDNESDAY.

The House did not meet to-day.

## THURSDAY.

The Beneficence Pluralities Bill was brought from the Commons, and read the first time, the Archbishop of CANTERBURY giving notice that he should move the second reading on Monday next.—Earl STANHOPE presented petitions from St. George's, Southwark, and other places, against the Poor Law Amendment Act.—The House resolved into committee on the Poor Relief (Ireland) Bill, the discussions in which occupied their lordships during the remainder of their sitting.

## FRIDAY.

Lord ASHBURTON, after having presented a petition from Liverpool, on the subject of commercial protection, inquired whether any attention had been extended to the blockading of ports at Mexico and Buenos Ayres. Lord MELBOURNE answered, that the subject had not escaped the attention of the Government.—The Poor Relief (Ireland) Bill was again considered in committee, the proceedings in which occupied the remainder of their short sitting.

## HOUSE OF COMMONS.

## SATURDAY.

The Juvenile Offenders' Bill went through committee, Lord J. RUSSELL stating, in answer to Mr. GIBSON, that there would be power to remit sentences, under certain circumstances, on condition of the parties going to the colonies for a number of years.—The Queen's Bench Sittings in Banco out of Term Bill was read the second time, and ordered to be committed on Monday.—The Sodor and Man Bishopric Bill was read the third time, and passed, after a division.—Lord MORPETH obtained leave to bring in a bill to settle and describe municipal corporations boundaries in Ireland.

## MONDAY.

After some opposition and discussion the Ramsgate Improvement Bill was read a third time, and passed.—Sir R. PEEL gave notice that he should move for the appointment of a select committee to inquire into the plans and estimates for the completion of the building of the British Museum.—Mr. WARD gave notice of re-introducing the appropriation clause in committee on the Irish Tithe Bill.—The Irish Tithe Bill was postponed till Friday.—The Beneficence Pluralities Bill was read a third time, and after some amendments was passed.—The report of the Municipal Corporations (Ireland) Bill was brought up, and after a lengthy discussion on several of the clauses, the bill as amended was ordered to be printed and to be read a third time on Monday next.—In committee some amendments were made in the Slave Vessels Captured Bill.—The second reading of the Parliamentary Burghs (Scotland) Bill was, after some discussion, carried by a majority of 29.—The Party Processions (Ireland) Bill was read a second time.—The report of the Juvenile Offenders Bill was brought up.

## TUESDAY.

The House met, and forty members not being present, was "counted out."

## WEDNESDAY.

Lord J. RUSSELL stated that he should not be able to proceed with the Ecclesiastical Duties and Revenues Bill this session.—Sir R. PEEL gave notice that he should proceed with the Controversed Elections Bill on the 4th of July.—The Small Debts (Scotland) Bill, after strong opposition, was recommended.—Mr. O'CONNELL presented a petition from the Hibernian Joint-Stock Bank Company, praying that the monopoly of the Bank of Ireland may not be continued; also a petition from the London and Southampton Railway Company against the Conveyance of Mails by Railways Bill, and gave notice, in the absence of the hon. member for Leicester, that at the

proper time the hon. member would move that the petitioners be heard at the bar by counsel against the bill.—Mr. M. PHILLIPS presented a petition from Manchester against the Conveyance of Mails by Railways Bill.—The New Zealand Bill was lost on a division by a majority of 60.—Mr. Serjeant TALL-ROD deferred the Copyright Bill for the present session.—The Lord's Day Bill was recommitted.

## THURSDAY.

Mr. PEASE presented petitions from the directors of the Western Railway, and from the directors of the Birmingham Railway, in which the petitioners declared themselves to be quite ready to give every assistance in their power to the government, in order to further their object of conveying the mails by railway, but prayed that no bill by which they were compelled to carry the mails might be passed into a law.—Mr. O'CONNELL presented a petition signed by the Lord Mayor of the city of Dublin, as chairman of a very numerous meeting which had been held in that city, and which was composed of merchants, brokers, and others, praying that the present monopoly of the Bank of Ireland might be discontinued.—The Royal Exchange Rebuilding Bill was read a second time; and Sir M. WOOD obtained leave to bring in the Westminster Improvement Bill.—Lord INGESTRIE moved for various papers on the subject of naval architecture, &c.

## FRIDAY.

The second reading of the Mails on Railways Bill, and the committee on the Sugar Duties Bill, were postponed until Monday next.—Lord JOHN RUSSELL moved that the order of the day for the second reading of the Tithes (Ireland) Bill have precedence of the other orders of the day.—Lord ASHLEY proposed, as an amendment, that the House proceed with the first order of the day—the second reading of the Factories Regulations Bill.—After some spirited debate, the House divided—the numbers were, for the motion, 119; for the amendment, 111.—The Tithes (Ireland) Bill was then read the second time, and ordered to be committed on Friday next.—Lord J. RUSSELL postponed further proceedings on the Ecclesiastical Duties and Revenues Bill, and the County Courts Bill.

## LAW INTELLIGENCE.

## LONDON JOINT-STOCK BANKING COMPANY.

## ROLLS' COURT—JUNE 16.

THE BANK OF ENGLAND v. BOOTH AND OTHERS.—Lord LANGDALE gave his decision upon the motion for an injunction to restrain the defendants, either by themselves or their agents, from accepting, within sixty-five miles from London, bills of exchange or promissory notes payable at less than six months from the acceptance or making thereof. The bill was filed against Sir Felix Booth, Bart., and several others, the directors of the London Joint-Stock Banking Company, in Prince's-street, London, and also against George Pollard, the manager of the company, but not a proprietor. It set out the various Bank Acts, which originally enacted that it should not be lawful for any body, public or corporate, other than the Bank, or for other persons united in covenants in partnerships exceeding six, to borrow, owe, or take up any sum on their bills or notes payable on demand, or at any less time than six months; but the two last Acts, 7 George IV., cap. 46, and 3 and 4 William IV., cap. 98, prohibited the issue only at any place not exceeding sixty-five miles from London. The bill then stated that the defendants, in 1836, being above six in number, associated themselves into a banking establishment in London, with an object to borrow, owe, and take up money on their bills and notes at a shorter date than six months, and that a bill of exchange, dated the 25th of July, 1837, payable to order sixty days after sight, for 1000*l.*, was drawn by Mr. Cartwright, the President of the Commercial Bank at Kingston, Upper Canada, upon the defendants' company, directed to the defendant, George Pollard, Esq., manager of the London Joint-Stock Bank, London, and was accepted by Pollard. The bill then prayed an account of all such acceptances, and for a declaration of the Court that the acceptance was a fraud upon the plaintiffs, and for an injunction. On the argument for the motion the plaintiffs contended that the conduct of the defendants in accepting the bill through their manager, Pollard, was a fraudulent evasion of the acts, for the bill went out into the world supported by all the character and responsibility of the company, exceeding six in number, and this was the very thing which it was the object of the Bank Acts to prohibit, for they were passed to protect the monopoly given to the Bank, who paid Government for it. For the defendants it was contended that their conduct was a fair avoidance of the Act, that Pollard, and Pollard only, was personally liable on the acceptance, and not the company, against whom no action on the bill could be maintained, and therefore they did not come within the meaning of the words "borrow, owe, or take up money on their bills or notes," and that the Bank Acts being restrictive, were not to be extended by implication.

Lord LANGDALE said, the Kingston Commercial Bank in Canada applied to the defendants, the directors, who were bankers in London, consisting of more than six partners, to be their agents, and proposed to draw upon them at sixty days sight. This was found contrary to the Bank Acts, and two expedients were suggested—one, that the defendants should give their own notes payable at their bank; and the other, that the Commercial Bank should draw upon Pollard as the manager of the defendants' bank, who should accept the bills, the payment of which was to be guaranteed by the trustees of the concern. The Canada Bank adopted this last suggestion, and the trustees of the Joint-Stock Bank gave their guarantee to provide for bills to be accepted by Pollard to the amount of 40,000*l.*, and the Kingston Bank undertook to pay the balance that might be found due on account to the London Joint-Stock Banking Company. The bill in question was then drawn, which came into the hands of the Bank of England, who presented it at the office of the Joint-Stock Banking Company for acceptance, and Pollard, the manager, accepted it, payable at the office. The plaintiffs protested the bill as not having the acceptance of the London Joint-Stock Bank Company itself, but the bill was afterwards discounted and paid. The question depended upon whether the case came within the prohibition of the 3d and 4th William IV., c. 98. The case was like that of the "Bank of England v. Anderson," in the Common Pleas. As the defendants, the company, had by their trustees guaranteed the payment of the acceptance, he (Lord Langdale) was of opinion that they did owe money upon the bill, and that they were collaterally liable to pay it, although they might not perhaps be liable to be sued upon the bill itself. Pollard was agent for the company, and the transaction was for their profit, and there was a contract with the Kingston Bank, the drawers of the bill, that the company should pay it; therefore they must have considered the bill as their own in point of fact, and the law would do so also. He would not give his opinion whether the defendants could be made liable on the bills, but he considered that there had been a fraudulent evasion of the Act, and he should on that ground grant an injunction to restrain George Pollard, the manager of the company, as well as the defendants, Sir Felix Booth and the other directors and proprietors, either by themselves or their agents and servants from drawing or accepting any note of hand or bill of exchange at a less date than six months, it being in contravention of the Bank Acts.

## ENGLISH MINING ASSOCIATION.

## ROLLS' COURT—JUNE 16.

VIVIAN v. HUMPHRIES.—Mr. Serjeant BOMPAS, for the defendants, the English Mining Association, replied on the motion made for a new and fourth trial directed in this cause between the association and the Wheal Perran Mine Company, of the issue "whether the Bolenna mine was, or was not, comprised in the sett of the Great St. George Mine, Cornwall." The learned serjeant argued that the Bolenna mine was so comprised, and that the jury had on the last trial come to a contrary conclusion, and as on the former trials there had been contradictory verdicts, he submitted that the only way of having the preponderance determined, as far as the opinion of a jury was valuable for the information of the Court, would be to send the issue again to a new trial.

Lord LANGDALE desired to have the deeds and papers laid before him before he decided.

## ST. HELEN'S AND RUNCORN GAP RAILWAY COMPANY.

## VICE-CHANCELLOR'S COURT—JUNE 16.

HURST v. THE COMPANY.—Mr. WAKEFIELD with Mr. J. PARKER were this morning heard in support of a motion to dissolve an injunction by which the Runcorn Gap Railway Company were restrained from removing a quantity of rock from the bed of the river Mersey, which they had commenced, with a view to obtain a free communication for large vessels to their docks.

The argument will be continued on Monday.

## MONDAY, JUNE 18.

The above case was again resumed this day. His HONOUR this morning, without hearing the counsel for the plaintiff in support of the injunction, restraining the company from removing a quantity of rock from the bed of the river Mersey, to the great injury of the copholders of the plaintiff, situated on the bank of the river, declared that a sufficient case had not been shown for dissolving the injunction. He said, though it might be true that the soil between the high and low water mark on the tenant's cophold estate might belong to the lord of the manor, yet it was very possible even the lord might not without special custom be at liberty so to deal with the substratum as to endanger the terrestrial inheritance; and it appeared to him, looking at the position of the plaintiff's estate with regard to the current of the Mersey, there was great reason to apprehend, if the rock should be removed to any serious extent, the whole inheritance of the copholder might be swept away. It would require a very special case under any colour of right derived from the lord of the manor, or under shelter of any right the lord might possess, to say that the tenant's estate should be exposed to that danger to which a further prosecution of the scheme for removing the rock seemed to expose him. The most, therefore, the Court would do, was to suffer the right to be tried at law.

## ON THE POLITICAL ECONOMY OF JOINT-STOCK BANK INVESTMENTS IN SHARES.

By HYDE CLARKE, Esq.

The subject of the present article will be on the manner in which capital is invested in joint-stock banks, and the result which it exhibits is so contrary to the whims and theories of joint-stock company reformers, that it is to be hoped that, by showing the difference between facts and theory, people may be induced to pay less respect to their systems of quackery.

The materials of the subsequent tables are principally derived from Parliamentary returns, but corrected by more recent reports of the banks, and from the share lists. In order to obtain correct results, only those banks have been taken which pay dividends, as those not paying, being in a state of progress, could not be received as a fair element of calculation. The amount given in the tables is about three-quarters of the capital of the country joint-stock banks in England, and being chosen impartially, exhibit a fair statement of the mode of investment. The banks are classed according to the amount paid upon their shares. Mr. Gilbert published an incomplete statement of the operation of the nominal shares, which, however, presents some valuable results. It appears that in banks of 5*l.* or 10*l.* nominal shares, the average amount invested by each shareholder is the same as in nominal shares of 500*l.* or 1000*l.*

The following banks paying dividends, are classified according to the amount of their paid-up shares, showing their average dividend and average capital:—

Average capital.					
Paid-up sh. No. bks.		Paid-up cap.	Av. paid-up cap.	An. div.	Av. div. per cent.
£50	0 1	£92,170	£100,000	£7,373	£5 0
40	0 1	44,080	50,000	3,306	7 16
35	0 1	307,635	300,000	18,381	5 0
25	0 2	771,030	300,000	61,082	7 18
20	0 3	297,315	60,000	27,397	9 4
17	10 1	240,000	250,000	12,000	5 0
15	0 5	1,049,990	200,000	85,345	8 3
12	10 2	383,100	200,000	30,648	8 0
10	0 25	2,500,502	100,000	211,025	8 9
8	0 2	84,920	50,000	6,393	7 1
7	10 2	254,010	120,000	23,967	9 9
7	0 1	22,980	20,000	1,375	6 0
5	0 19	1,246,101	70,000	99,557	8 0
Total 67		7,353,533	100,000	587,849	8 0

Dividing these banks into two classes, those of 20*l.* shares and upwards, and those under 20*l.*, the following is the result:—

	Banks.	Am. of cap.	Av. cap.	Gross div.	Av. div.
20 <i>l.</i> and upwards	10	£1,572,230	£150,100	£117,539	£7 9
Under 20 <i>l.</i>	57	5,781,603	100,000	470,310	8 2

There is no dogma which is a greater favourite with the wiseacre school, than that of respectability, by which is meant large investments of great capitalists in large nominal shares. No capital will go down with these gentry under a million, nor any share less than of a hundred pounds. Perhaps joint-stock banking, although possessing a capital of ten millions, is not a respectable source of investment, for its operations are at total variance with the respectable theory. But, in truth, there is no greater fallacy than this of respectability, which assumes that a man invests his thirty or forty thousand pounds in a company, as he would in a freehold estate, whereas most undertakings of that description are formed and supported by small contributions of capital.

By the above tables, it will be seen that the amount of capital increases with the diminution of the amount of the shares, and notwithstanding many of the small share banks are in a state of progress, the dividends are generally larger upon the small shares. It appears, further, that very little more than one-fifth of the capital is in shares of 20*l.* and upwards, while a sum of nearly six millions is invested in shares under 20*l.* From these calculations, it is evident that a small amount of shares is better calculated to ensure a good dividend, and also to raise the capital.

To these facts I would add the following:—that of the banks of 20*l.* shares, six are above five years' standing, and of those under 20*l.*, sixteen; that of banks of 20*l.* shares and upwards, three pay dividends of 10*l.* per cent.; and of the banks under 20*l.*, twenty-two, or nearly one-half, pay dividends of 10*l.* per cent. and upwards.

In the following table the banks are arranged according to the amount of their paid-up capital, and the total sum invested in each description of capital:—

Paid-up cap.	No. of banks.	Total cap.	Total div.	Div. per cent.	Banks under 20 <i>l.</i> sh.
£700,000	2	£1,490,755	£115,511	£7 16	1
300,000	3	1,096,520	83,469	7 12	2
200,000	6	1,424,160	103,607	7 5	6
100,000	10	1,217,514	108,819	8 10	10
50,000	18	1,174,302	106,993	9 0	13
Under 50,000	28	960,892	74,551	7 17	25

From the above it appears that the larger the amount of capital the less the dividend, and that a capital of 50,000*l.* to 100,000*l.* is, in general cases, the most productive.

From these several calculations it may be deduced that the most efficient method of securing the establishment and prosperity of a bank is by a moderate capital raised in small shares, and that such are the most productive.—*Railway Magazine.*

**JOINT-STOCK BANKS.**—The proceedings before the committee on joint-stock banks are beginning to be watched with something approaching to a feeling of suspicion by the parties connected with numerous provincial private and joint-stock banks. The nation is more particularly interested in the inquiry relating to the management of the branches of the Bank of England, and particularly of the branch at Liverpool, where commenced the panic and devastation which ensued in the American trade in 1836-37. It is stated that the manager of this branch was suddenly, and, as some parties watching the investigation assert, evidently with intentions of secrecy, brought forward at the sitting of the committee last week, and, after an examination which bore, it is declared, in no manner upon the main circumstances of the American trade, was allowed as suddenly to return home to Liverpool on the night of the same day. The opposite parties, upon coming down to the next sitting of the committee with the proposed list of questions, found, it appears, to their astonishment, that the all-important witness was gone to appear no more; and particularly one very eminent banker in the country is said to be decided in his declarations that no real investigation into the conduct of the Bank of England was ever intended to take place. Such are the reports which are abroad in the monetary circles in the City, but which it is to be hoped will be rebutted by the subsequent impartial conduct of the committee; as the Bank of England is entitled to no favour or screening from a full examination of the charges which so long have been at their door with regard to the Liverpool branch and its connection with the recent panic.—*Chronicle.*

**CHARTER OF THE BANK OF IRELAND.**—The letters and newspapers from Ireland are filled at this time with speculations upon the subject of the Charter of the Bank of Ireland. The most remarkable point of discussion is the declaration of the Chancellor of the Exchequer, "that something is due to the Bank," in justification of the proposed policy of continuing the monopoly for five miles round the city of Dublin, in place of fifty miles, as at the present moment. It is answered by the Dublin banks, that so far from this being correct, not only is nothing due to the bank, but, on the contrary, that a great deal is due from this establishment, no less, indeed, than many hundreds of thousands of pounds of the public money, which has been received in excessive interest for so long a course of years. Upon the loan of 2,500,000*l.* to the Government an interest of 4 per cent. has been regularly paid through periods when the true interest should have been certainly not more than 3, if not 2½ or 2 per cent. No doubt is entertained that this money could be now raised at a rate which would save a large annual sum to the Exchequer, and so far from any consideration being due to the Bank of Ireland on this account, it forms one of the principal reasons why the establishment should now be removed, or placed on a footing of equality with the rest of the Irish joint-stock banks.

**RAILROAD EXPEDITION.**—On Monday morning a gentleman left the Isle of Wight at five minutes past nine o'clock, and posted on to Godalming, and from thence to Woking-common, where he met the middle-of-the-day train of the London and Southampton Railway, just about to start. This latter mode of conveyance allowed him to arrive in London in time to spend one hour and depart by the three o'clock train from Euston-square for Birmingham, arriving at the latter place the same evening, making a distance of nearly 200 miles. Independent of the saving of time, the saving in expense is to be considered. The twenty-three miles on the Southampton Railroad cost this gentleman 5*s.*, while to have continued posting would have exceeded 50*s.*



## ORIGINAL CORRESPONDENCE.

## SOUTH-WESTERN RAILWAY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—About two years ago a company was formed for the purpose of getting an Act for constructing a railway from Basingstoke to Taunton, or somewhere thereabout, and from the respectability of the names of the provisional directors or committee, as many as 28,000 or 30,000 shares were allotted, and the deposits paid; since that period it appears that about 14,000 or 15,000 has been shared between the lawyers', engineers', &c. &c., and no Act obtained; now the object of this communication is not to blame those gentlemen for pocketing so much of the funds, but to ask the reason why they do not declare a dividend of the remaining funds in hand among the shareholders, as they justly ought to do—or is it their intention to retain the whole?

I have heard of a subterfuge being adopted, by asserting that the company cannot be dissolved while a single share remains out; if that be the case, they may then safely divide the spoil, as it will be next to a miracle if the whole be delivered in, as there is no doubt but that many are lost or destroyed out of such a number.

Yevill, June 11. A SHAREHOLDER.  
[The above letter will, we hope, be the means of eliciting a satisfactory explanation of the transactions which it refers to.—Ed. M. J.]

## PEAT COMPRESSING MACHINE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—A subscriber and constant reader will feel obliged by being informed where the "machine for saving and rendering turf fit for fuel by pressure" (Lord Willoughby de Eresby's), may be seen—who is the maker, and the cost or price?

Mr. Pridaux's letter in the *Mining Review*, No. IV., April 30, 1838, p. 55, enters into the merits of the machine, but it does not state the maker's name and residence, the cost, nor where the machine or a model of it may be seen.

In the Catalogue of the Gallery of Practical Science, Adelaide-street, No. 83, is a "machine for compressing peat moss;" on my inquiring of the attendants, I was told it had been removed.

These queries being noticed in one of your early *Mining Journals*, will much oblige  
London, June 12. F. B.

[Not being able to furnish the information requested by our correspondent, and which we deem very essential to the general use of the very ingenious apparatus referred to, we publish the following letter, with a view to giving publicity to the particulars sought for, which will, doubtless, be furnished by some of our readers.—Ed. M. J.]

## PROCEEDINGS OF PUBLIC COMPANIES.

## CANADA COMPANY.

The half-yearly general meeting of shareholders in the above company was held at the company's offices, St. Helen's-place, on Thursday, the 21st instant.

CHARLES FRANKS, Esq. (deputy-governor), in the chair.  
The minutes of the preceding meeting being confirmed, the CHAIRMAN stated the objects of the meeting to be—first, to declare a dividend of 6 per cent.; and secondly, to elect a governor in place of Mr. Bosanquet, who had retired.—From the well-known occurrences that had lately taken place in Canada, their sales of land had been necessarily small—to the amount of 3069 acres only.

Before putting the resolution for the dividend, the CHAIRMAN informed the meeting that Mr. Jones, the company's agent, was present, who would be happy to give all the information in his power of the state of the company's property. He had, moreover, drawn up a report, which he would now submit to the meeting. The report being more in the form of a private communication to the directors, it was their wish that the same should not go forth to the public, but that extracts should be made and distributed among the proprietors.—Mr. Jones therein accounted for the falling off of the demand for land as but natural, and consequent upon the political disturbances that had taken place, and had been in agitation for a long time past; he had, no doubt, however, that public attention being now turned towards the colony—the much closer connection it would for the future have with this country—the large number of troops that had been sent out—combined with the resources of the country now laid open, the company and the whole colony would find the events which had taken place, not only far from being prejudicial to their interests, but would materially advance them.

A PROPRIETOR expressed a wish to know whether in making this dividend they were taking out of one pocket to put in the other.

The CHAIRMAN said decidedly they were not; in as much as the value of their property increased every year—the amount of their income far exceeded the amount expended in dividends.

The resolution for declaring the dividend having been passed, thanks were voted to the chairman, and the meeting adjourned.

## EAST INDIA HOUSE.

A quarterly general meeting of proprietors of the East India Stock was held on Wednesday, 20th inst., which was also made special to consider the bill at present in Parliament for the protection of the Hill Coolies hired to be employed in the British colonies; after a discussion on the subject, in which Sir C. Forbes, Mr. Tucker (a director), and Mr. Hankey, expressed their opinions against the bill, and the chairman had argued its necessity, a motion, proposed by Sir C. Forbes, and seconded by Mr. Hankey, was agreed to, that the directors do take the subject into further consideration, and that the court be specially summoned as early as possible before the bill be passed into a law.

Mr. POYNTER then called attention to a protest against the resolution of the last court, and stated that the rights and privileges of the proprietors were invaded by the resolution voting the discussion of religious subjects as fraught with danger. Affixed to the document were the signatures of about fifty proprietors. He moved, "That the protest be entered on the journals of the court, with the names of the proprietors attached thereto." It was ultimately agreed that the motion be presented and submitted to a future court; and Mr. Poynter gave notice for the production of the correspondence relative to the resignation of his military command by Sir P. Maitland, and copies of all resolutions of the court of directors on the same subject.

In answer to a question from Sir C. Forbes, whether any answer had been returned to certain communications from the King of Oude, the CHAIRMAN said the papers were still under the consideration of the court of directors.

STEAM VESSELS.—A piece of mechanism has been invented by Dr. Lardner, and constructed for the Steam Navigation Committee of the British Association, which must tend in a great degree to remove the causes which have recently produced so many lamentable accidents in steam vessels. The object of this machine is to keep a self-acting register of the state of every part of the working machinery and boilers, so that not only the captain and engineers can at all times, by the mere inspection of a sheet of paper, ascertain the state of every part of the machinery on which its safety and efficiency depend, but the owners of the vessel will have a faithful and accurate record preserved of the state and performance of the engines every hour during the voyage. On the return of the vessel to port, this scroll or self-written journal being taken out, any neglect which may have been committed either in feeding the boilers, tending the fires, or, in a word, any omission of duty on the part of any person employed about the machinery, will be there noted with the exact time at which such neglect or omission occurred. If a register, therefore, be kept of the succession of men employed in the several departments, the culpable party will be made known. The mechanism is enclosed in an octagonal case, to be locked during the voyage, and inaccessible to any one on board the vessel, the keys remaining ashore with the owners. A casing of plate glass surrounds the paper scroll on which the performance of the machinery will be written, so that those in the care of the vessel may see what is written, but cannot interfere with it. This mechanism is now completed, and will be shown during the present week to scientific men and others who feel an interest in such matters, after which it will be placed in the Peninsular Company's steam-ship the *Tygar*, for which this particular machine has been adapted.—*Courier*.

GEOLOGICAL MUSEUM.—The West Riding Geological Society have purchased the plot of ground adjoining Cliffe Hill Tree, Wakefield, for the purpose of erecting a splendid Hall and Museum.—*Sheffield Iris*.

## RAILWAY INTELLIGENCE.

DROGHEDA RAILWAY.—The inhabitants of the north side of Dublin had on Wednesday last the gratification of seeing preparations made for beginning this great undertaking—the commencement of a railroad that will ultimately terminate only in Antrim or Donegal. The contract from the Royal Canal to Stapolin, a distance of seven miles and a-half, has been given to a Wexford architect. There is much competition for the remainder of the line through Balbriggan, &c., but no contractors, save for the first portion of the road, have as yet been declared. Mr. Durgin, who erected the Kingstown road, put in an estimate for these portions, for which he required the sum of 50,000l. Mr. Weeks's estimate is 1000l. under that. Dublin architects put in estimates for 72,000l. The clerks, inspectors, barrow and engine men are appointed; it is fully expected that active operations will be commenced on Monday morning next.

GLASGOW, PAISLEY, KILMARNOCK, AND Ayr RAILWAY.—The foundation stones of the two large railway bridges on this line, of five arches each, designed by Mr. John Miller of Edinburgh, are to be laid with great ceremony on the Coronation day. These bridges carry the railway over the rivers Garnock and Irvine, in Ayrshire. The contracts between Glasgow and Paisley are let to Mr. Thomas Brassey, one of the largest contractors on the Grand Junction and Southampton lines; and the works in Ayrshire are also contracted for, and in active progress, so that the shareholders may reckon on the most vigorous exertions being made in future.

EASTERN COUNTIES RAILWAY BILL.—Mr. Charles Round reported in the House of Commons, on Monday evening, from the committee on the Eastern Counties Railway Bill, to whom two petitions against the said bill were referred, that the standing orders relative to railway bills did not apply to the present case, the application being only for the purpose of extending the period limited for the purchase of lands under the existing act, and for amending some of the provisions of such act; and that they had considered the said petitions, and had heard counsel in favour of the bill, and had examined the allegations of the bill, and found the same to be true, and had gone through the bill, and made amendments thereunto.

THE YORK AND NORTH MIDLAND RAILWAY.—The York and North Midland first connects itself with the Leeds and Selby at Milford. At Methley, near Leeds, it joins the North Midland and Leeds and Manchester Railway; by means of the former you will be able either to proceed to Leeds, or travel south to London, Birmingham, Sheffield, &c.; or by the latter to Manchester, Liverpool, &c. At York it also forms a junction with the Great North of England Railway to Newcastle; therefore the only public road of any consequence by which travellers will be deprived of this privilege, will be from Malton, Whitby, and Scarborough.—*North Derbyshire Chronicle*.

OPENING OF THE NEWCASTLE AND CARLISLE RAILWAY.—On Monday the opening of this railway took place with considerable ceremony and festivity. The distance of the line from Newcastle to the Canal Basin, at Carlisle, is sixty-one miles. "The anniversary of the battle of Waterloo, which crowned the British arms with success and restored peace to Europe," says the *Tyne Mercury*, was selected as the day on which to celebrate the event, and one of the engines is named the Wellington. Different portions of the railway had been opened from time to time, and made available to the commerce of the north; but on Monday the whole line was passed over for the first time. The engines started in the following order:—First, the Rapid, as an advanced guard, and without any train, displaying the union jack, which has long "braved the battle and the breeze;" next, the Meteor, with four carriages and a flag, on which was inscribed "England expects every man to do his duty." In this train we observed the mayor of Newcastle and his friends and the Allenheads band; then followed the Victoria with nine carriages, the Wellington with nine, the Nelson with seven, the Lightning with ten and the Carlisle band; next, the Tyne with its steam organ and nine carriages; after these came the Carlisle with eight, the Eden with ten, the Goliath with nineteen and about 600 passengers, then the Atlas with seventeen, next the Samson with eleven; in this train there were very few passengers, but it was succeeded by the Newcastle with nine carriages well filled, and a flag hoisted, "Prosperity to Newcastle," followed by the Hercules, the last of the list, with eight carriages. The aggregate number of passengers in all the trains, upon a fair computation, exceeded 3500, and the procession previous to starting reached nearly half a mile, but when in motion could not be less than one mile and a-half, allowing as much space between each train as was consistent with safety.

LONDON AND BIRMINGHAM RAILWAY.—The viaduct, consisting of eleven arches of fifty feet span each, over the river Avon, near Rugby, has just been commenced. The tunnel at Kilsby is, we are glad to hear, at length completed in all its essential particulars.—*Midland Counties Herald*.

LONDON AND BIRMINGHAM RAILWAY.—It is intended to open the railway up to Roade, on Monday next, but only for passengers coming to Northampton and the eastern parts of the country. Persons travelling from London to Birmingham will go as at the present time, viz., from Denbigh-hall to Rugby by coach or omnibus. Persons coming to this town will be conveyed by a small engine and train from Denbigh to Roade by rail. We are informed that the first brick of the viaduct, consisting of eleven arches of fifty feet upon each, over the river Avon, near Rugby, was laid on Wednesday last. The immense tunnel at Kilsby will be completed very shortly, when great rejoicings will take place.—*Northampton Herald*.

NORTH UNION RAILWAY.—The operations on this line of railway are proceeding with extraordinary activity. The fine weather appears to have given a stimulus to the more rapid progress of the works, and an immense number of workmen are engaged on them, throughout the respective departments.

PRESTON AND WYKE RAILWAY.—We are informed that the cutting on the line of this railway is proceeding with great spirit. The first contract, from Burn Naze to Weeton, a distance of eight miles, is now nearly completed, with the exception of laying the permanent ways, and which are now proceeding with in good earnest; on the remaining portion of the contract, which is yet incomplete, there are upwards of 350 men, and nearly seventy horses, regularly at work day and night, and which will be completed about September next. The other contract, from Weeton to the entrance into Preston, has been concluded, on very advantageous terms for the company, with G. Staunton, Esq., who intends proceeding with the works near to Preston in the course of a few days; therefore the whole line from the Burn Naze to Tulketh Brow is now under contract. A locomotive engine, of superior power and construction, was placed upon one part of the railway on Thursday last, which is to be employed in carrying ballast and soil between Poulton, Burn Naze, and Fleetwood.—*Preston Observer*.

IRISH RAILWAY BILLS.—The Irish railway commission, upon which we have so frequently adverted, has not yet sent in its report. This is a subject of so much importance in the opinion of a great body of persons interested in the affairs of Ireland, that we again draw the attention of the government to the necessity of a settlement of this report before the present session of Parliament shall be brought to a close. If the commissioners do not report before the prorogation of the House, there will be another year lost to Ireland, so far as the railway system is concerned for in accordance with the standing orders of the House of Commons for the regulation of railway bills, no bill can be introduced in the same session in which notice of it has been given; and, accordingly, if the various Irish railway companies are not in possession of the report of the commissioners of the House of Lords before the expiration of the present session, it will then be too late for the notices until Parliament meets again; and the first steps in the parliamentary proceedings can only in that case be commenced in the year 1840. This is evidently a matter of extreme urgency, when it is considered how important is the subject of railways to a country such as Ireland, where masses of the population are regularly unemployed, and would be so much benefited by the expenditure of English capital in the construction of such works. There are no less than eleven lines in various parts of Ireland, all very promising, it is stated, as speculations, and for which capital, it is argued, could be readily obtained in England, all of which have been at a stand-still for the last two years in consequence of the alleged dilatory proceedings of the commissioners, of whom we are thus led to complain. This commission has been nominally an unpaid one, and the Irish politicians are holding it up as an instance of the folly of accepting the gratuitous services of persons on the plea of state economy; for, although the three commissioners have not been themselves directly paid, yet the miscellaneous expenses have amounted to no less than 22,000l. sterling, 13,000l. having been voted

in 1837, and 9000l. in the present year. The expenses, it appears, have been now stopped by the Chancellor of the Exchequer, and in so far this is a proper and satisfactory measure; but it is very much more important that the right honourable gentleman should now insist upon the completion of the report of the commissioners, in order that the whole railway system of Ireland should not be now needlessly thrown back for another entire parliamentary year.

RAILROADS.—Railroads in not a few respects form the crowning marvel of the age in which we live; to every country they are a mighty arm of strength; at home and abroad their adoption seems contagious, and keeping in view the past it is impossible to assign any limit to the vast benefits that will result hereafter from general, we had almost said universal, centralisation. Were Russia railroaded in her whole length and breadth, as Great Britain will soon be, her power would be multiplied a thousand fold, and resources placed at the disposal of a despot which might jeopardise to some extent the proud position of England, France, and the United States, as the advanced guard of the civilisation and freedom of Europe. But ages must elapse, and many things change, before the improvements hinted at can ever be attempted, and rich as the Autocrat, is in raw material zones of territory, multitudinous subjects, soldiers, sailors, and ships, he still quails in many things to a country, which, compared to his own vast dominions, is literally a mere speck on the breast of the ocean—so powerless is semi-barbarism compared to civilisation, and the resources it develops in a variety of shapes—high enterprise, improved means of transit, teeming manufactures, general enlightenment, private wealth, and a measure of revenue which reels not under a debt of 800 millions. The partial opening of the Great Western Railway is described by all who witnessed it as a most ennobling sight; of all the lines yet commenced, the Western is by far the most splendid, and not a doubt can exist that communication complete by land and water between London and New York, will aggrandise prodigiously the port of Bristol. A long period has elapsed since rails of some sort were used under ground to facilitate the conveyance of coal-waggons from the extremities to the mouth pits; this may have suggested the practicability of works on a larger scale in connection with locomotion, which is simply a diversified miniature form of the steam-engine, the merit of which we owe almost exclusively to the great moral repeating decimal of modern science, James Watt.—*Dunfries Courier*.

RAILWAY SPEED.—The Sun engine, which brought down the seven o'clock train from Manchester to Liverpool on Friday night, accomplished the distance—thirty-one miles, to the mouth of the tunnel, in the short space of forty-one minutes. This is at the rate of one mile in eighty seconds, or of forty-five miles per hour.

RAILROADS IN FRANCE.—Although the French Government has abandoned the intention, at least with respect to some of the lines, of taking the construction of railroads into their own hands, and putting the contracts up to public competition, and the mode of effecting them, consequently, by privileged companies of individual shareholders, in the same way as in this country, has obtained the preference, yet the concessions, or bills, as they would be called here, seem to be making but a slow progress through the Legislature. This appears to arise principally from the difficulty in fixing the highest rate which the companies shall be allowed to charge for the conveyance of passengers or merchandise. It is observed that in the anxiety to establish a low rate, existing enterprises have been so fettered as not to be profitable to the proprietors, one instance of which is cited in the case of the railroad from St. Etienne to Lyons, which may be compared with that from Stockton to Darlington here. About the same amount of tonnage is carried on both these railroads, both are principally used for the carriage of coal, yet that of St. Etienne is far from producing any benefit to those who have invested their capital in it, and has therefore been suffered to fall into a damaged state from want of the necessary repairs and superintendence, whilst that of Stockton, on the contrary, has been yielding, it is said, dividends to the shareholders at the rate of 15 per cent. The chief cause of this difference is considered to be the very low rate at which the maximum of carriage was fixed for the French concern, whilst that of Stockton is less restricted. It is observed, that in the United States there is seldom any limit of rate assigned, that being a point left to the discretion of the associations, only that they are bound to publish the rates beforehand, and within a fixed period. As it is intended to make 10 per cent. the maximum of dividend for the French companies, it is contended, plausibly enough, that such a restriction to a certain point renders it unnecessary for minute and special legislation with reference to the maximum rate. When the profits arising from the enterprise exceed 10 per cent. upon the capital expended, the companies by the fact would be bound to a reduction of the rates of conveyance to the extent. One clause, however, has been agreed upon which cannot fail to be beneficial to the French railroad speculations, and that is, that the companies are to be guaranteed against all competition for twenty years, dating from the opening and completion of the railroad. It is proposed to limit the duration of the charter or privilege to seventy years; and it is asked why that term should be fixed upon, when in England the privilege is in perpetuity, and in the United States sometimes for ever, but generally fixed at 100 years. So in France, the first "concessions" were in perpetuity, and since for ninety-nine years.

## BIRMINGHAM AND DERBY JUNCTION RAILWAY AMENDMENT BILL.

Mr. Estcourt reported in the House of Commons, on Saturday evening, the 16th inst., from the committee on the Birmingham and Derby Junction Railway (Amendment) Bill, that the committee had inquired into the several matters required by the standing orders on railway bills, and had agreed to the following report:—

That, inasmuch as the only object of the bill is to effect a slight deviation in the line of railway as at present authorised, the first eight standing orders of the House as to matters to be inquired into by committees on railway bills did not apply.

9 and 10. That the proposed deviation will not require the formation of any inclined plane, or involve any peculiar engineering difficulties.

11. There is no tunnel.

12. The steepest gradient on the line of deviation will be 1 in 341, and the smallest radius of a curve will be 35 chains.

13 and 14. The total length of the deviation is 2 miles and 53 chains, and it is eligible in an engineering point of view.

15. It will not cross any public highway on a level.

16. That it will not increase the cost originally calculated on for the formation of the railway.

17 and 18. That the amount of annual expenses will be somewhat less than calculated on for the original line.

19. That all parties affected by the deviation have given their assent thereto.

20 That Mr. John Cass Birkenhead was the only engineer examined in support of the proposed deviation, and no one against it.

21. That there were no petitions against the bill.

22. The only other circumstance which the committee think it necessary to report on, is that the proposed deviation, without prejudicing the original undertaking of the Birmingham and Derby Junction Railway, will be far less objectionable to the ornamental property of the Earl of Aylesford.

Mr. Estcourt further reported from the committee, that they had examined the allegations of the bill, and found the same to be true, and had gone through the bill, and made amendments thereunto.

STEAM CABS.—On Friday afternoon Hyde Park presented a very gay appearance in consequence of a crowd of fashionables being assembled to witness the trial of a newly-constructed steam cab. About three o'clock the object of attraction moved forward at a slow pace from the old foot-guard barracks, Knightsbridge, and threaded its way through the various vehicles into the Park, passing through the centre gate of the triumphal arch, and making, in the open space opposite the statue, several turns within its own length. The vehicle was then propelled, with apparent ease, for three or four hours round the Park, and from the slight noise it made the horses passing did not appear to be frightened. Another improvement in steam travelling that was commented on by those assembled was, that no burning coals were thrown into the road. The cab, including machinery, weighs about a ton. The water-tank, which is placed under the sitters (three in number) contains thirty gallons, and there is room for four bushels of fuel. The engines are calculated at two-and-a-half-horse power, and the average speed of the cab is about twelve miles an hour, calculating the usual ascent and descent on common roads. The vehicle was guided by Mr. Hancock, the inventor.

LEEDS AND LIVERPOOL CANAL SHARES.—Last week, Mr. John Holmes, auctioneer, sold by auction, four Leeds and Liverpool Canal Shares, at the hotel, and they each brought 655l. To this add the duty, 19s. 2d., and the aggregate is 674l. 2s. 1d.—a very high price. Others were bought in at the same rate.—*Leeds Intelligencer*.



## PUBLIC COMPANIES.

## MEETINGS.

**ALTEN MINING ASSOCIATION.**—The Directors of this Association hereby give notice, that a GENERAL MEETING of the shareholders will be held at the London Tavern, Bishopsgate-street, on Friday, the 29th day of June instant, at One o'clock in the afternoon precisely, for the purpose of receiving the report of the directors as to the affairs of the Association during the past year, and also a statement of the financial accounts for the same period, and to declare a dividend. The accounts will be at the office for the inspection of the shareholders one week previous to the Meeting.

By order of the board,  
EDWARD J. COLE, Secretary.

Dated June 11.

**MINAS GERAES MINING COMPANY.**—The SECOND ANNUAL GENERAL MEETING of the Proprietors of the Minas Geraes Mining Company will be held at the office, No. 8, Tokenhouse-yard, Lothbury, on Friday, the 29th June next, at Two o'clock precisely.

GEORGE D. KEOGH, Secretary.

8, Tokenhouse-yard, May 30.

**RIO DOCE COMPANY.**—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the shareholders of this company will be held at the City of London Tavern, on Saturday, the 30th instant, at One o'clock precisely.

By order of the board,  
R. MESSER, Sec.

6, Freeman's-court, Cornhill, June 18.

## CALLS.

**PRESTON AND WYRE RAILWAY AND HARBOUR COMPANY.**—Incorporated by Act of Parliament.

LAST CALL.—The directors having resolved that the remaining portion of the capital, amounting to Twelve Pounds per share, shall be at once called for, but being anxious to spread the payment of the same over as long a period as will be consistent with the engagements of the company, hereby direct that the same shall be paid up, on or before the following periods, and in the following proportions—viz.:

- £3 per share on the 1st of August next.
- £3 per share on the 1st of November next.
- £3 per share on the 1st of February next.
- £3 per share on the 1st of May next.

At the bank of Messrs. Spooner, Attwoods, and Co., 27, Gracechurch-street, London; or to Messrs. Pedder and Co. (old bank) Preston: By order,  
O. T. ALGER, Secretary.

11, King William-street, June 14.

**GLASGOW, PAISLEY, KILMARNOCK, and AYR RAILWAY.**—Call of £3 per share.—The directors of this company having resolved on making a CALL of FIVE POUNDS per share, notice is hereby given that the shareholders are required on or before the 10th day of July next, to pay into one of the undermentioned banks, to account of the said directors, the sum of £3 sterling for every share held by them of the said company, the interest at the rate of 5 per cent. will be charged for every day which may elapse after the call is due until the date of payment.

By order of the chairman,  
J. H. HUMFREY.

The following banks are appointed to receive payments on this account:—  
Glasgow—Glasgow Union Bank.  
Edinburgh—Sir William Forbes and Co.  
Liverpool—Moss and Co.  
Manchester—William Jones, Lord, and Co.  
Leeds—Commercial Banking Company.  
London—Jones, Lord, and Co.  
Ayr—Glasgow Union Bank Branch.  
Irvine—Ayrshire Bank Branch.  
Kilmarnock—Hunters and Co.  
Paisley—Glasgow Union Bank Branch.

Glasgow, June 13.

**CORNUBIAN LEAD AND SILVER MINE,** in the parish of Penzance, county of Cornwall.—Notice is hereby given, that at the general meeting of the shareholders in the above mine, held at Devonport on the 18th instant, it was resolved that the directors be empowered to call for a further instalment of ONE POUND per share, to work the mine; and that Ten Shillings thereof be paid as a Fourth Instalment, on or before the 23rd of July next, and the other Half when the directors find it necessary, at either of the following places:—  
London—The London and Westminster Bank.  
Truro—The Western District Bank.  
Devonport—The Western District Bank.

where the shares will be deposited, to protect them against forfeiture.

It was further resolved at the said meeting of shareholders, that the Forfeited Shares may be redeemed before the 23rd of July next, upon payment of the arrears of calls, with the addition of a Fine, as follows:—Those forfeited on the first call, 10s. each; Second ditto, 7s. 6d. ditto; Third ditto, 5s. ditto.

By order of the directors,  
R. LAWS, Secretary.

Devonport, June 26.

**WEST CORNWALL MINING ASSOCIATION.**—The directors of this association hereby give notice, that an instalment of ONE POUND per share is required to be paid within Thirty days from this date, to work Wheal Elizabeth mine, to either of the following banking establishments, viz.:

- Liverpool—The North and South Wales Bank.
- London—The London and Westminster Bank.
- Truro—The Western District Bank.

where the numbers of the shares will be registered, and the payment endorsed on the scrips.

By order of the directors,  
R. LAWS, Secretary.

Devonport, June 26.

## DIVIDENDS.

**ALBION COPPER MINING COMPANY.**—The directors do hereby give notice, that in pursuance of the resolution of the scripholders of the 31st of August, 1837, they will be ready, on and after Monday, the 23rd of July next, to PAY to them, out of the assets of the company, the sum of FIFTEEN SHILLINGS per share. Payment will be made at the office of the company daily (Saturdays excepted) between the hours of Eleven and Three o'clock, and the scrip certificates must be left at the office for examination two days previously to payment being made.

By order of the board,  
G. BARRETT, Clerk.

7, Tokenhouse-yard, Lothbury, June 19.

**WEST WHEEL BROTHERS MINING COMPANY.**—The Directors hereby give Notice, that the affairs of this Company being wound up, a DIVIDEND of FOURPENCE per share, in FULL DISTRIBUTION of the ASSETS, will be paid at this Office between the hours of Eleven and Three o'clock, on and after the 25th inst. The scrip certificates must be left at the Office two days previous to payment. A statement of the company's accounts may be seen at the Office.

J. BAWDEN, Secretary.

23, Threadneedle-street, June 19.

**FULLER'S PATENT TROPICAL WAX CANDLE, SOAP, and OIL COMPANY;** the only manufacture by this particular process in the United Kingdom in which no arsenic is used.

Capital £50,000, in 5000 shares of £10 each.—Deposit £1 per share.

**DIRECTORS.**  
Sir John Ross, C.B., &c. Mr. Joseph Brown.  
Captain George Davis, E.L.C. Mr. Henry Cox.  
Matthew Crawford, Esq. Mr. James Jeffray.  
Managing Director—Mr. Thomas Fuller.  
Solicitor—C. M. Ullithorpe, Esq., 26, Red Lion-square.  
Secretary—Mr. James Robinson, at the Offices of the Company.  
Bankers—Messrs. Cockburns and Co., Whitehall.

The purpose of forming this company is for extending the manufacture of a superior description of candle, already introduced with success to the public. The distinguishing properties of this article are elegance, cheapness, hardness, and durability, with an exceedingly pure and brilliant light, more so than that afforded by the best wax, to which, however, in appearance it bears a strong resemblance. It is capable of sustaining a very high degree of heat, whether arising from climate or otherwise; it requires no snuffing, as it consumes its own wick, and its extreme cleanliness in burning is one of its strongest recommendations. It is peculiarly adapted for reading or writing, owing to its steadiness in burning, as well as for the reflection of its brilliant light. Incidental to the manufacture of this candle considerable profit will be derived by the company from the sale of the material in block to the trade, and by exporting the same; also from a very superior soap of hard and searching properties, and oil, extracted from the material, for which there is an immediate sale, and it can also be manufactured into the above descriptions of soap.

Applications for prospectuses and shares to be made to the Solicitor of the Company; or to the Secretary, at the Company's Temporary Offices, 10, Adam-street, Adelphi.

**STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.**  
8, King William-street, City 25, Regent-street, London.  
D'Olier-street, Dublin. Princess-street, Edinburgh.

**CAPITAL—ONE MILLION.**  
WILLIAM DAVIS, Esq., Chairman.  
W. Cory, Esq., Dep. Chair. Colonel Chris. Hodgson. Frederick T. West, Esq.  
Lawrence Dorgan, Esq. Henry Lawson, Esq. George Whitehead, Esq.  
William Gunston, Esq. J. Barrett Lennard, Esq.  
**MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE.** Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Increasing rates of premium, peculiarly advantageous in cases where Assurances are effected by way of securing Loans or Debts.  
Age of the assured in every case admitted in the policy.  
Premiums may be paid Half-yearly or Quarterly.  
Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium,—twenty years' scale:

Age.	Annual Premium for £100, payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
26	£ s. d. 1 0 4	1 5 5	1 10 6	1 15 7	2 0 8
30	1 0 4	1 12 11	1 19 6	2 6 1	2 12 8
40	1 16 8	2 5 10	2 15 0	3 4 2	3 13 4
50	2 17 6	3 11 3	4 5 6	4 19 9	5 14 0

By order of the Board of Directors,  
W. WRIGHT, Secretary.

**THE PATENT SAFETY FUZE,** for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.

"I am very glad to hear that your recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Cambrone, Cornwall.

**GADDAIR COPPER MINING COMPANY, Anglesea.**  
Nominal capital £30,000, in 6000 shares of £5 each. £2 per share paid up.

**DIRECTORS.**  
Edmund Lionel Wells, Esq. John K. Sutton, Esq.  
John Cooke, Esq. N. J. Kempe, Esq.  
John Payter, Esq. (Resident Director).  
(With power to add two to their number).  
**MANAGING AGENTS.**—Mr. J. S. Smith, and Mr. J. Holmes.

**INSPECTING AND CONSULTING MINING CAPTAINS.**  
Mr. H. F. Stephens, St. Agnes (Agent for the Cornubian, Wheal Elizabeth, Great Garras Mines, &c. Cornwall); and Mr. Wm. Thomas, Cambrone, (Agent for the Polgine and Condurow Consolidated Mines).

**BANKERS.**  
North and South Wales Bank Liverpool, and Branches in Wales; and the London and Westminster Bank, London.

These mines are situated to the west of Parys Mountain, and are well known to several practical men and others engaged in mineral pursuits, as a set of great importance, and estimated by them to be of no less value than the celebrated Parys mine, which has realised many millions to its noble proprietors. The Gaddair, as well as the Parys mine, was the subject of a singular prophecy, well known in the Principality, of the celebrated seer Robin Ddu, "who lived towards the close of the sixteenth century, and was remarkable for his dark sayings," which prediction, as respects the Parys mine, has been wonderfully fulfilled, the produce being so great, that the quantity actually influenced the market price of copper throughout Europe for a long period.

This set contains nearly 700 acres of rich mining ground. Four great courses or champion lodes, besides a number of strong veins and tributary strings, are traced running the whole extent, evidently of the same character as those of Parys Mountain; two of them lying to the north, and the others to the south side of Gaddair.

One of the levels has been driven upwards of 220 yards under a covering of about 100 yards. In ten yards from the entrance of this level, several tons of copper ore have been obtained, and the metal is left in it, both above and below, for future operations. In sinking a shaft sixteen yards deep, upon the same lode, 500 yards distant, a similar result ensued, and a quantity of copper ore was raised saleable at £23 per ton.

On the south side, in another level driven about 100 yards under a covering of eighty yards, copper was found, and proved bearing up to the surface. From this level a cross-cut may be made so as to intersect the two great lodes.

In this part of the ground, the main lodes are closing so rapidly on each other that a junction of the whole must take place, at the terminus of which there is little or no doubt an immense body of ore will be discovered.

In addition to the metals, the mineral water is found to possess a corresponding property with those of Parys mine, and in the deep ground, is expected will be equally valuable in yielding copper by precipitation.

There is antimony and manganese, fire clay, and yellow ochre, immense rocks of china stone suitable for the Potteries (for one of which £400 has been offered and refused) and beautifully variegated or serpentine marble, which has already been opened upon, and may become a source of considerable profit.

To set forth the real value of this extraordinary ground, which has been very appropriately termed "a perfect mineral garden," it would require too elaborate a statement for the compass of this notice; in fact, it ought to be viewed by those who are acquainted with Mineralogy, to be sufficiently appreciated. Considerable expense has been incurred during several years devoted to the prosecution of discoveries alone, which only require a reasonable additional outlay to make them of immediate advantage to the present company. The want of adequate funds to attain that object is the only reason why this mine being parted with by the late proprietors; and without the stipulation that one-fourth of the shares should be appropriated to them on the same terms as the allotments to the public it could not be said to be already engaged.

It is now intended to form these mines into a Company representing a nominal capital of £30,000, in 6000 shares of £5 each per share, subject to a deposit of £2 per share, one half of which (or £1 per share) being to be paid to the late proprietors, as purchase-money, upon a regular assignment of the lease and property being made to trustees for the present company.

The Gaddair is within a few hours' journey from Liverpool, so that shareholders may at any time correct the errors of the management, and the management, the economy of the expenditure, and the prospects of the mine; while in distant adventures very few have time at their disposal to make themselves personally acquainted with the proceedings.

## REGULATIONS.

The deposit of £2 per share being paid, it is expected that no further payment will be requisite; and hereafter no call is to be made but by a vote of the proprietors convened at a public meeting for that purpose.

Fifty shares to be the qualification of a director, or a member of the board of management; £50 per annum to be appropriated to the services of each.

The secretary, superintendent, engineers, and all officers and servants of the company to be appointed by the directors.

The monthly reports of the mines, together with the books of the company, to be always open to the inspection of shareholders; and no proprietors to be responsible beyond the amount paid on their respective shares.

All questions relating to the affairs of the company to be decided by a majority of the proprietors present at a public meeting; and in the event of a ballot being demanded and acted upon, the votes to be registered in the proportion of the number of shares, to be presented at and deposited at the company's offices until the day after the ballot.

Each proprietor of ten shares to be entitled to one vote, and an additional vote for every ten shares.

A general meeting of the proprietors to be held in the month of June every year; the first general meeting to be held in June, 1839.

Application for the remaining shares to be made to Mr. J. F. Holmes, Cook-street, Liverpool; or to Mr. J. S. Smith, Mine Agent, 71, King-street, Manchester.

**LLANGING LEAD MINING COMPANY,** near Llanfyllin, Montgomeryshire.  
Capital £25,000, in 2500 shares of £10 each.  
(Paid-up capital £5 per share, in 500 scrips of five shares each.)

**DIRECTORS.**  
Edmund Lionel Wells, Esq. James N. Holmes, Esq.  
John K. Sutton, Esq. Samuel Barber, Esq.  
John Cooke, Esq. Samuel H. Sale, Esq.  
John Hughes, Esq. (Resident Director, Belmont House, Llanging).  
**MANAGING AGENTS.**—Mr. J. S. Smith. Mr. John Holmes.

**INSPECTING AND CONSULTING MINING CAPTAINS.**  
Mr. H. F. Stephens, St. Agnes (Agent for the Cornubian, Wheal Elizabeth, Great Garras Mines, &c. Cornwall); and Mr. Wm. Thomas, Cambrone (Agent for the Polgine and Condurow Consolidated Mines).

**BANKERS.**—North and South Wales Bank, Liverpool; and Branches in Wales; London and Westminster Bank, London.

The Llanging Lead Mines, in Montgomeryshire, are of historical record, and so well known as a Mining District of first importance, that it becomes unnecessary to develop in detail all the recommendations which it has to public patronage and support. It is only necessary to observe, that these Mines were at one period the richest in the kingdom, and were formerly worked by the ancestors of the present Lord Clive, who has preserved documents which show that the family realised upwards of One Million Sterling by their successful prosecution.

It appears from these records of the ancient workings, that these Mines produced £20,000 per annum for more than forty consecutive years.

The above Mines were suspended solely in consequence of being overpowered by water; the use of machinery, at that period, for the draining of Mines, not being sufficiently understood, to carry the works to any great depth. During the workings of more recent date, water wheels and hydraulic machinery have been erected, by means of which the engine-shaft has been sunk to about 100 yards in depth—the adit level extended to more than half a mile in length, and upon which an iron road has been laid down, on which the ores and attle are brought to surface, with comparatively trifling labour.

These Mines are now in a fair course of working, producing very good lead ore, the stock of which, to the 1st of June inst., is computed at about 100 tons ready for market; the produce of which it is agreed shall merge into the capital stock and funds of the present company.

In order to prosecute these Mines with that effect which their prospects merit, and which corresponding returns fully justify, it is requisite to sink the main engine-shaft some twenty or thirty yards deeper, perpendicularly, which will give to the working machinery a sufficient increase of power to drive levels under a rich course of lead ore, already discovered in the bottoms, and also to extend several levels and cross-cuts on various lodes to the south, which have already produced large quantities of ore, worked out from the rise of the hills, at surface.

The outlay of the present company, in the erection of the requisite machinery and water wheels—forming a well supplied water-course for six or seven miles in length, driving the adit level, and laying down the railways, &c. &c., amounts to £10,000; but as the principal object of the present proprietors is to prosecute these mines with increased power and capital, they have engaged to take a one-half share in the present company, and merely to dispose of the other half interest for the extension of the mines; subject, however, to the liberal condition, that their shares shall be equally liable with those of the public for their proportion of future costs and workings.

For this purpose, it is proposed to form the present company into 2500 shares, representing a nominal capital of £25,000, upon which £5 per share is to be paid; one half of which, viz. £2 10s. per share, is to be paid for the purchase, and the other £2 10s. per share, to constitute the working capital of the said mines from the 1st of June inst.; and which fund, according to estimate, will be amply sufficient to bring the mines into a state of yielding large profits, and regular dividends.

The mines are held under a lease of twenty-one years from Lord Clive, at the very moderate dues or royalty of ten shillings per ton of ore, and the set contains several very promising and extensive lodes, one of which is nearly five yards wide.

Application for shares to be made to Mr. J. S. Smith, Mine Agent, 71, King-street, Manchester; or to Mr. J. F. Holmes, Mine Agent, Cook-street, Liverpool.

**UNITED HILLS MINING COMPANY.**—The Directors hereby give notice, in conformity with a resolution passed at the Annual General Meeting of the shareholders, held on the 6th instant, that 300 out of the 400 reserved shares will be allotted to the proprietors, in the proportion of one share for every ten held by them. The proprietors are therefore requested to transmit to the Secretary, on or before the 26th instant, a list of the shares held by them, with their respective numbers. The Directors further give notice, that on Friday and Saturday, the 13th and 14th of July, between the hours of Eleven and Three o'clock, they will be ready to deliver to the proprietors the new shares, on their exhibiting the shares which they now hold.

By order of the board,  
JAMES SMITH, Secretary.  
5, Adam's-court, Broad-street, June 14.

**CORNWALL UNITED MINING ASSOCIATION.**—Notice is hereby given, that the above company was DISSOLVED, by the unanimous vote of the shareholders at a Special General Meeting held in Truro on the 18th April last.

JOHN BROWN, Secretary.

Truro, June 19.

**ROBORO ROCK TIN MINES, DARTMOOR.**—Capital £15,000, in 3,000 shares of £5 each, paid up in full, and free from any further calls. The affairs of the company will be conducted under the direction of trustees of high respectability. Applications for shares and prospectuses must be made prior to the 4th of July next, at the office of Messrs. Locock and Greville, solicitors, 3, Sun-court, Cornhill, London, between the hours of One and Three, where any information respecting these mines can be afforded.—June 9.

## MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.		
SOCIETY.	PLACE OF MEETING.	DAY.
Royal Geographical Society	21, Regent-street	Monday
Statistical Society	4, St. Martin's-place	Monday
Zoological Society	28, Leicester-square	Tuesday
Medico Botanical Society	32, Sackville-street	Wednesday
RL. Society of Literature	St. Martin's-place	Thursday

## SOCIETY OF ARTS—MEETINGS OF COMMITTEES.

Wednesday, 27th June.—Extraordinary Meeting of the society for the election of certain honorary vice-presidents—the ballot to begin at eleven in the forenoon, and close at two. The society will also meet at eight o'clock in the evening, to receive the result of the ballot, and the transaction of ordinary business.

Monday, 2d July.—Miscellaneous matters at one precisely, on the repairs of the society's premises. Correspondence and Papers at half-past seven, on sundry bills after which, Accounts, on the monthly audit.

A. AIKIN, Sec.

## PUBLIC COMPANIES.

## MEETINGS.

Company	Office	June 23
Law Life Assurance	Office	114.
South Wales Leasure Mining Company	2, St. Mildred's-street	11.
Midland Counties Railway	Bull's Head, Loughborough	2.
General Mining Association (England)	52, Old Broad-street	1.
Perran Consolidated Mining Company	2, St. Mildred's-court	2.
Minas Geraes Mining Company	8, Tokenhouse-yard	29.
Alten Mining Association	London Tavern	29.
Clergy Mutual Assurance	40, Parliament-street	19.
South Australian Company	19, Bishopsgate-street	12.
Rio Doce Company	City of London Tavern	30.
Bischof Bridge Mining Company	George and Vulture, Cornhill	30.
Mutual Life Assurance	37, Old Jewry	July 2.
Wheal Lenoy Mining Company	White Hart, Launceston	3.
Atlas Insurance	Office	4.
Redmor Consols Mining Company	2, St. Mildred's-court	4.
Anglo-Mexican Mining Company	9, New Broad-street	4.
Zacatecas Mining Company	Office	18th.
General Mining Association (Scotland)	Sun Fire-office, Bank	4.
Wheal Hennock and Christowe	On the Mine	19.

## CALLS.

Company	Office	June 28
Kellewerris Mining Company	10s. June 28	Lubbock and Co.
West Treavean Mining Company	10s. July 1	Sir J. W. Lubbock and Co.
East Wheal Strawberry	11s. 2d.	Vere, Sapte, and Co.
Durham County Coal Company	34s. 2d.	Williams, Deacon, and Co.
Birmingham and Derby Junction	10s.	Glyn and Co.
Glasgow, Paisley, Kilmar, & Ayr R.	10s.	Glasgow Union Bank.
North Midland Railway	12s.	Glyn and Co.
Blaenavon Iron and Coal Company	5s. 10s.	As former calls.
Commercial Railway	2s. 10s.	London and Westm. Bank.
Preston and Wyre Railway & Harb.	3s. 10s.	Spooner, Attwoods, & Co.
Wheal Gilbert Mining Company	5s. Sept. 15	Grylls, Redruth; Hore, Lond.

## DIVIDENDS.

Company	Rate	Month
National Provincial Bank of England	5 per cent.	13, Austin-frirs June 30.
Eastern Coast of Central America Co.	4 per cent.	July 1.
Bank of British North America	3 per cent.	7, St. Helen's-place.
Mexican and South American Company	5s. per share	19, New Broad-street.
East London Water-works	Office	4.
Commercial Bank, New Orleans	7 per cent.	London September 30.
Standard of England Assurance	5 per cent.	Half-yearly.
Llanelli Railway and Dock Company	4 per cent.	

## NOTICES TO CORRESPONDENTS.

The communication respecting the Gaddair and Llanging advertisements arrived too late for the alteration this week; it will, however, be attended to in our next.

THE MINING JOURNAL,  
And Commercial Gazette.

LONDON, JUNE 23, 1838.

It will be in the recollection of our readers, that on the appearance, some weeks ago, of the Report of the Select Committee "appointed to consider the present state of the Communications by Railroads, so far as it affects the regularity and convenience of the transmission of Letters, and the Post-office in general," we viewed the subject as one of great importance, and entered at some length into the principles which were involved in it. While approving in the main of the moderation and fairness of the recommendations contained in that Report, we were, however, far from overlooking the possible difficulties which might yet embarrass the subject. After observing that the satisfactory adjustment of the question between Government and the Railway Companies depended in great measure on the spirit in which it was approached, we continued—and we quote the words, as applying most forcibly to Mr. LABOUCHERE'S Bill now before Parliament—"In all cases to which Government forms a party, there exists, of course, a power of carrying out its designs, which, whether exercised or not, should be regarded with jealousy, and, if necessary, opposed with firmness."

The time has now arrived when unity and firmness are indeed requisite among all parties connected with railways, for should the Bill before alluded to, providing "for the Conveyance of the Mail by Railways," receive the sanction of Parliament, property of this description will have received an injury from which it never may recover; and it is, perhaps, only by immediate interference that this depreciation can be averted.

We have carefully gone through the various clauses of the Bill in question, the length of which is too great to allow of its insertion in our columns; the purport of it may, however, be compressed within the compass of a single sentence. Under the pretext of providing "for the Conveyance of the Mail," the powers given to the Post-office are such that the Postmaster-General is, in fact, constituted Dictator-General of the Railways of Great Britain! It is somewhat difficult to take an extract from this verbose and overbearing specimen of Legislative wisdom—to give, within a small space, a fair sample of the spirit which pervades the whole—we shall, however, make the attempt. After investing the Post-office with ample powers (one of which is to run their own engines upon any railway) in several of the preceding clauses, we may take the following as a specimen:—

And be it enacted, That for the better enabling the Postmaster-General, or such persons with whom he may contract as aforesaid, to run any engines or carriages to be provided by him or them on the railway of any company (if proprietors as aforesaid, it shall be lawful for the engineers or other persons to be appointed or employed by the Postmaster-General, or by such persons with whom he may contract as aforesaid for working and managing any such engines or carriages, to enter into and upon, and pass and repass by, through, and along any station or stations belonging to any such company, and for



such purposes, if necessary, to remove any obstructions in the way of such engines, carriages, or persons on the line of such railway, or in or upon the station or stations belonging thereto (doing no unnecessary damage); and also to use and employ any engines, ropes, chains, tanks, tools, and implements, or other things of or belonging to any such company, at any station or stations, for the purpose of working the engines and carriages so to be provided or hired by the Postmaster-General as aforesaid, or for the purpose of carrying or conveying any mails or post letters, guards, officers of the Post-office, passengers or luggage, or to from the engines or carriages so to be provided or hired by the Postmaster-General on any such railway, or in any other manner as may be required by the Postmaster-General, or by the persons with whom he may so contract, or by the person who may be by him or them in that behalf nominated, and for all or any of the purposes aforesaid, to require the aid and assistance of any of the officers or servants of any such company, and which they are hereby strictly enjoined forthwith to render and afford to the best of their power and ability.

After thus summarily taking away from the Railway Companies all power whatever over their own property—property acquired at an immense expense, and protected, as was supposed, on the faith of previous Acts of Parliament—after introducing an authority on railways paramount to every other, and absolutely incompatible with the discipline and regulations under which railway travelling can alone be carried on either with advantage to the public or with benefit to the proprietors—after all this comes the trifling question of the equivalent to be rendered by the Post-office:—

Then and in any and every case such company shall be entitled to a fair remuneration for the wear and tear of the rails of any such railway in consequence of the running thereon of any engine or engines, carriage or carriages, by the Postmaster-General, or by any such contractors with him as aforesaid, and also a fair remuneration for such services or accommodation as to be rendered; and in case the Postmaster-General and such company shall not agree on the amount of such remuneration, the same shall be referred to arbitration as hereinafter is mentioned and provided.

Here, then, is overflowing liberality—ample compensation. Reader, are you one of those who have contributed towards the twelve or thirteen millions which, we should imagine, have by this time been expended on the construction of railways? If so, it will doubtless excite your admiration and gratitude to be informed by the clause we have just quoted, that in return for the unlimited use of your property and control of your officers and servants by the Post-office, "without payment of any rate or toll whatsoever to such company of proprietors in respect thereof," you are to be entitled to a "fair remuneration for the wear and tear of the rails," and also to some nominal amount as a "fair remuneration for such services or accommodations." Certainly you have here a full equivalent for any fancied injury which may be sustained, should Mr. LABOUCHERE'S Bill receive the sanction of Parliament.

But we have not yet done with the obnoxious clauses of this Bill, should there indeed be a clause in it which is not obnoxious to the interest of the railway proprietor, and consequently to the railway system itself. Not only are the Railway Companies to be laid prostrate beneath the sway of the Post-office, but due care is taken that they shall have no power to rise again—that they shall have no means whatever of escaping the oppressive enactments of the Bill in question. Should any officer, servant, or agent of a railway company, "commit any breach of the clauses or enactments hereinbefore contained," should such a case as this happen, reader, mark the consequences—"every officer, servant, or agent, so offending in the premises, shall for every such offence forfeit and pay the sum of twenty pounds." Under such a regulation as this, we are apprehensive that the officers and servants of Railway Companies would enjoy no very enviable situations, more especially as we have it upon high authority, that "no man can serve two masters." Let it not be supposed, however, that any offence against the Post-office discipline could be fully expiated by any such trifling fine of the offending party—no such thing—"the company of proprietors who, or whose officer, servant, or agent shall so offend in the premises, shall for every such offence forfeit and pay the sum of ——" How this awful blank is intended to be filled, we know not, but certainly under such an enactment it would be the interest of the Post-office to be as ill served as possible by the Railway Companies. Were it further arranged that one-half of the penalty should go to the informer, we really think that a better plan could hardly be devised for keeping up an eternal broil between the two parties.

One clause more, and we have done—the due performance on the part of the Railway Companies of all the onerous conditions imposed by the Post-office, is to be guarded by the companies giving "security by bond to her Majesty, her heirs, and successors." Further, "every such bond shall be taken with sufficient sureties, to the satisfaction of the Postmaster-General, and in such sum as the Postmaster-General shall think proper, and every such security shall be renewed from time to time, whenever, and so often as such bond shall be forfeited." We have now given sufficient extracts from the Bill in question, to enable our readers to judge at once of its nature, and the withering influence which such an enactment would have upon railway property. This view, we feel assured, will be taken by every person at all competent to form a judgment on the subject; and we are pleased to find, that the able columns of the *Chronicle*, have promptly exposed the evils which such an arbitrary and uncalled for enactment would inevitably produce, while several petitions have already been presented against it. We are convinced, that all reasonable claims for the public service would be cheerfully and readily acceded to by the Railway Companies—such conduct would be both in accordance with their own obvious interest and with common sense—it is absurd to imagine the contrary. The present Bill is not only therefore arbitrary and unjust in its enactments, but it is also perfectly gratuitous and uncalled for. Although we can have but little fear that such a measure would in its present form receive the sanction of Parliament, still as the firm and consistent friends of railways, we would say, to every railway Company in the kingdom, loose not a day in meeting and petitioning against it—be not led away from an obvious precautionary duty by a vague feeling of confidence, nor allow it to be supposed that you view with indifference the progress of a measure so detrimental to your interests. With these observations we now leave the subject, but shall, if necessary, return to it again, and enforce the opinions which have been here expressed.

The opening of the Newcastle and Carlisle Railway, for the entire length of the line, on Monday last, offers another gratifying example of the rapid progress now making in railway works. An account of the opening will be found in our column of "Railway

Intelligence," and it will be seen that the arrangements for the day were conducted on a suitable and extensive scale, the whole passing off in a most auspicious manner. It is deserving of remark, that this peaceful achievement of art—the first rapid transit from our eastern to our western coast, was celebrated on a day so memorable for warlike triumph as the anniversary of the Battle of Waterloo. During the long period of profound peace and tranquillity to which this memorable victory gave rise, the energies of our country, so long expended in the arts of war and destruction, have received a new and happier direction, and among the most prominent results must be numbered this new and rapid mode of internal communication.

#### THE FUNDS. CITY, FRIDAY EVENING.

Consols closed at 95  $\frac{1}{2}$  for the opening. The Three per Cents Reduced 93  $\frac{1}{2}$ , and the Three-and-a-Half per Cents Reduced Annuitants 101  $\frac{1}{2}$  for money. The New Three-and-a-Half per Cents 102  $\frac{1}{2}$  for the opening. Bank Stock 205  $\frac{1}{2}$  for money, and India 271 for time. Premium upon Exchequer Bills 70 72. Commercial Bills at 2d. per diem 7 10 pm.

Portuguese New Five per Cents 36  $\frac{1}{2}$ , and the Three per Cents ditto 24. Spanish Bonds, with the May Coupons, 21  $\frac{1}{2}$ . Brazilian Bonds 79  $\frac{1}{2}$ . Colombian 26  $\frac{1}{2}$ , and Peruvian 19. Belgian Bonds 102. Dutch Two-and-a-Half per Cents 55, the Old Fives 100  $\frac{1}{2}$ , and New Loan 98  $\frac{1}{2}$ .

Great Western Railway Shares 20  $\frac{1}{2}$  premium; Brighton 1  $\frac{1}{2}$  premium; Birmingham 82 premium; and the ditto Quarter Shares 23  $\frac{1}{2}$  premium; Southampton New Shares 18  $\frac{1}{2}$  premium; and Croydon Scrip 2  $\frac{1}{2}$  prem. Claridge's Asphalt Shares 8  $\frac{1}{2}$  premium; and the British ditto 2  $\frac{1}{2}$  prem. Australasian Bank Shares 26 premium; ditto New 17 premium; Bank of British North America 3  $\frac{1}{2}$  premium; Provincial Bank of Ireland 18 premium; and Union Bank of Australia 4  $\frac{1}{2}$  premium.

The following notice was posted in the Stock Exchange on Wednesday afternoon:—"Notice is hereby given, that the Stock Exchange will be shut on Thursday, the 28th instant, in consequence of a notification that the stock offices of the Bank of England will be closed on that day, it being appointed for her Majesty's coronation.—June 20, 1838."

#### LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 95  $\frac{1}{2}$ ; Exchequer Bills, 69 71 premium; East India Bonds, 74 76 premium; Dutch Five per Cents, 100  $\frac{1}{2}$  1; Ditto Two-and-a-Half per Cents, 54  $\frac{1}{2}$  5  $\frac{1}{2}$ ; Portuguese Five per Cents, 36  $\frac{1}{2}$ ; Ditto Three per Cents, 24 24  $\frac{1}{2}$ ; Railways.—Brighton, 1  $\frac{1}{2}$  premium; Great Western, 20 21 premium; London and Birmingham, 81 83 premium; New, 23 24 premium; Southampton, 42 43 per share; New, 18 19 prem.; York and North Midland, 1 dis. to par.

REDRUTH, JUNE 21.—Average standard, 109l. 4s. 0d.—Average produce, 7  $\frac{1}{2}$ —Average price, 5l. 17s. 0d.—Quantity of ore, 2659.—Quantity of fine copper, 210 tons 16 cwt.—Amount of money, 15,708l. 11s. 6d.—Average standard of last sale, 110l. 13s.—Produce, 7  $\frac{1}{2}$ .

LIVERPOOL SHARE MARKET, JUNE 14.—The market continues heavy, and the few transactions quoted to-day are at reduced prices. 15.—Ten Grand Junctions have changed hands at 217  $\frac{1}{2}$ ; no other business worthy of remark has been transacted. 16.—A trifling improvement has taken place this afternoon; 23l. pm. offered for Great Western; 81l. 10s. pm. offered for London and Birmingham. 18.—There is a trifling demand for Brightons, at 11  $\frac{1}{2}$ ; in other respects the market is dull and heavy. 19.—Very little business has been transacted to-day; Great Westerns are somewhat on the decline. 20.—A very limited business has been transacted to-day; there are buyers of Great Westerns at 15  $\frac{1}{2}$  pm.—Gore's *Liverpool Advertiser*.

METAL TRADE.—Notwithstanding the favourable report respecting the iron trade, we are sorry to state that several miscellaneous manufacturing establishments in this neighbourhood continue very short of orders; some of them have very materially abridged the hours for work, and one, of considerable extent, is working only three days a-week. The activity, we believe we may say, is almost entirely limited to the manufacture of iron and heavy iron articles. Copper, tin, and spelter trades' transactions are but slowly effected, and prices stand thus:—Copper, 90l., 92l., and 94l.; tin, 88l., 90l., and 93l.; spelter about 22l.—*Birmingham Advertiser*.

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin from the port of London to foreign ports during the past week, ending the 29th inst., was as follows:—Gold coin to Australia, 188 oz.; New South Wales, 250 oz.; silver coin to Australia, 14,288 oz.; Rotterdam, 49,800 oz.; New South Wales, 16,000 oz.

#### MINING CORRESPONDENCE.

##### ENGLISH MINES.

##### TINCROFT MINING COMPANY.

June 13.—I have only to say that the 132 fathom level has improved for copper, and that the back of the ninety, on the South Highburrow lode, has improved for tin; all our other places remain stationary from the last report. W. PAUL.

##### TAMAR SILVER LEAD MINING COMPANY.

June 18.—Saturday last being our monthly sampling-day, we sampled a parcel of silver lead ores (computed fifty-one tons) for sale, by tender, on Monday, the 25th inst., on the usual terms. Driving south, at the 135 fathom level, the lode, although the ground continues very hard, has rather improved since my last; it is from one and a half to two feet big, saving work. In the 105 fathom level driving south, the lode is about one and a half foot big, but at present unproductive. In the south end, at the eighty-five fathom level, the lode has improved since my last; it is about a foot big, producing good and saving work. In the winze sinking from the 125 to the 135 fathom level north of the shaft, the lode is much the same as last reported. In the winze, sinking from the eighty-five to the ninety-five fathom level, the lode is about one and a half foot big, and ore. MARK JAMES.

##### POLDBREEN MINING COMPANY.

June 16.—We find no alteration in the cross-cut driving south, at the twenty-five fathom level. In Stainsby's engine-shaft the ground continues favourable. At the Flat-rod engine-shaft, Dorcas's, and Bowl and Butt's lodes, at the twenty-two fathom level, going east and west, are small, but rich in tin. The cross-cut at this level we expect is now getting within a short distance from the copper lodes. The twenty fathom level, driving west of William's shaft, on Dorcas's lode, is again improving, having good stones of tin, and the lode increasing in size. We have now cleared up the old engine-shaft sunk by former proprietors, to a depth of about twenty fathoms. Since cutting Bowl and Butt's lode to the east, we have drained that part, and hope will prove of some advantage when cleared, to work on tribute ground. Our various tributaries are working well, and we consider are getting wages. Last Wednesday we sold at Truro, 5 tons 1 qr. 4 lbs. of black tin, for which we received 239l. 12s. 9d., as per tin bill sent you. R. ROWE.

##### REDMOOR CONSOLIDATED MINING COMPANY.

Calington, June 18.—I beg to say the lead lode in the bottom of the sixty fathom level north is much of the same character as stated in my last, and about eight inches big, producing good work for silver lead ores. Going south, the lode is from six to eight inches big, yielding good work, and from present indications a more favourable alteration may naturally be expected. Driving east, on Johnson's lode, at this level, the lode is from ten to twelve inches wide, of which four inches are exceedingly rich for tin. The north end, at the fifty fathom level, has a more promising appearance than I have seen for some months past; the lode is from eight to ten inches big, yielding some good work for silver lead ores. The lode in the south end, at the forty fathom level, is about eight inches big, and has during the past week produced some excellent work. Respecting the tribute department, the new pitch, in the back of the fifty fathom level, is producing some good work, and the appearance of the pitches generally is as well as can be expected. We expect to sample to-morrow, the 19th instant, about forty-five tons (per 21 cwt., dry weight) of silver lead ores, of good quality. SAMUEL HARPUR.

##### EAST WHEAL STRAWBERRY MINING COMPANY.

June 18.—At Orchard we forked the water to the sixteen fathom level on Thursday last, and set three pitches at 10s. in 1l. Since we have drained this level we have been putting the shaft in order for dropping the side lift to the twenty-four fathom level, as adverted to in our last report, and which is now ready for pulling down, and we trust the water will in a few days be in fork in this level. Trewithen is now drained to the twelve fathom level, and by the close of to-morrow evening we shall put down a foot-way, and shall then go through the level as far as may be found practicable, and in our next shall report upon our progress. To-morrow morning we

purpose dropping a lift to the twenty-three fathom level, in this part of the mine, and in order to effect a communication from this level to Boundary we shall be obliged to clear the remainder of Hoppett's shaft (ten fathoms were cleared below the adit in a former attempt to fork these mines); in doing this it will enable us to let go the dam, which is in some degree keeping up the water at Boundary, and have no doubt but it will become one of our principal working shafts for the great stopes lode. At Boundary the water is now reduced full eight fathoms below the adit. As regards the tribute department, the men are working very satisfactorily, and I hope with industry will obtain fair wages. F. EVANS.

##### BORINGDON PARK MINING COMPANY.

June 14.—I find the thirty-seven fathom levels, east and west from the steam-engine shaft, much the same as last reported by Captain Bray, on the 6th inst. The seventeen fathom level east of No. 3 shaft the lode is about twenty inches wide, composed of spar and mundaic, with some spots of lead, but not rich; on the whole I think the lode is looking more favourable on the east side of the fluecan than it has any time since I have inspected the mine. Since my last report, I find the average width of the lode in the thirty-seven fathom level west is four feet wide, much the same in appearance as above stated. In the thirty-seven fathom level east the lode is from eighteen inches to two feet wide, composed of fluecan and mundaic, but poor. In the seventeen fathom level the lode is from eighteen inches to two feet wide, composed of spar, mundaic, and some spots of lead, of a kindly appearance. No. 3 shaft is communicated from the adit level to the seventeen fathom level; this is a fine ventilation for the eastern part of the mine, and for discharging the stuff from the seventeen fathom level. W. WILLIAMS.

##### BRITISH TIN MINING COMPANY.

June 18.—Twelve Fathom Level.—We have just intersected a lode in this cross-cut about nine or ten inches big, but poor; in this place the ground is very easy. We have about three fathoms to drive to get under Roberts' shaft, but cannot say whether this is the lode in Roberts' shaft or not—I rather think not from its appearance. We shall commence sinking this shaft again in a day or two, as the end will soon be under. Trevelour Adit.—We find, in clearing this shaft, the ground is very much crushed, which is the effect of so much lode being taken away. I suppose we shall complete this shaft this week, after which I hope we shall make a little more progress in the adit. J. BRAY.

##### GWINEAR MINING COMPANY.

June 16.—We have driven six fathoms in the clyan, at the thirty fathom level, and I am glad to say have cut some good stones of tin. We expect to cut more in the course of next week, as we expect to be under the good tin ground we had in the twenty fathom level. The twenty fathom level west produces some stones of tin; the stopes in the back of this level are improved. The stopes in the back of the ten fathom level west are looking well, as also the stopes in the back of said level east; the tin ground has improved during this week. We have stamped and cleaned this week 2700lbs. of tin of the best quality. C. H. RICHARDS.

##### WEST WHEAL JEWEL MINING ASSOCIATION.

June 18.—The Forty-two Fathom Level East from Buckingham's Shaft.—Lode about twelve inches wide, composed of peach and priam, with a little black and yellow ores. The Forty-two West.—Lode about twelve inches wide, composed of peach and mundaic, with a little ore. The Thirty Fathom Level East (in search of the lode cut in the south cross-cut, west of Hodges cross-course).—Ground very soft. Thirty Fathom Levels East (on the middle and south branches).—Lodes about nine inches wide, composed of gossan and black ores, of good quality, and looking very promising. Deep Adit (south from Buckingham's).—In this end, we have set a lode about twelve inches wide, composed of good gossan, and we expect it is the lode that passed through the south shaft at the shallow adit. South Adit Shaft.—Ground rather improving. Wilkinson's Engine Shaft.—Lode three feet wide, composed of gossan, producing good stones of black, grey, and yellow ores. M. WILLIAMS.

##### PERRAN CONSOLIDATED MINING COMPANY.

June 16.—We have completed the Diagonal shaft from the twenty to the thirty fathom level; our levels, however, throughout the mine are still unproductive. We have been breaking a little more lead than usual during the last week from the pitches, but altogether the prospects are by no means encouraging. One thing I beg to state, that the western part of these mines, called Rose, are drained of water (by virtue of the operations carrying on in the adjoining mine, Budnick), as deep as we have worked, viz., ten fathoms below the shallow adit level; in consequence of which fact we have set the shaft there to sink under the ten fathom level, and we entertain great hopes that the result of both that and as well the eastern part (where we are now going to prepare flat-roads to be attached to the engine for its prosecution), will yet prove to be of much importance and benefit. R. ROWE.

##### UNITED HILLS MINING COMPANY.

June 19.—Eastern Diagonal Shaft.—In this shaft the lode is three feet wide, eighteen inches good ore. Twenty Fathom Level.—In the eastern end of this level the lode is two and a half feet wide, producing some good ore. Western End.—Lode three feet wide, and poor. Thirty-five Fathom Level.—Lode four feet wide, very good ore. Adit Level.—In this level we are driving north to cut the north part of the lode. The stopes in the back lode are three feet wide, two feet good ore. Ten Fathom Level.—In this rise the lode is three feet wide, with stones of ore.—Twenty Fathom Level.—Lode two feet wide, poor. Thirty Fathom Level.—Lode driving east is three feet wide and kindly, producing some good ore. The stopes in the back over the lode are two feet six inches wide, eighteen inches good ore. Williams' Shaft.—Lode three feet wide, producing some good ore. Thirty-six Fathom Level.—In driving east from the cross-cut the lode is small—two to three feet wide, producing some ore, but not rich. In the western end the lode is two feet wide, with stones of ore. C. PENROSE.

##### ENGLISH MINING COMPANY.

Great St. George, June 19.—At Great St. George, the stone engine-shaft is not resumed sinking, the men being employed for its preparation here to commence to-morrow. East, at the eighty fathom level, the lode is not seen; still driving west by the side of it; picked into and found it to be about two feet wide; contains spar, mixed with mundaic and ore, though not rich; promising an improvement in the ground, which will expedite our driving. Abandoned the sinking of the winze at the bottom of the seventy fathom, west of Flat-rod shaft, through inability to keep down the water, and have hopes that the great flow of water will tend to drain this part of the mine. The lode in Burton's shaft is greatly deteriorated in value, and is now fifteen inches wide, composed of spar, capel, mundaic, and peach, with a slight mixture of ore. An alteration for the worse has also taken place at the seventy fathom level, west of this shaft; lode twelve to eighteen inches wide, disordered by an admixture of dark killas, and will yield, therefore, only about one ton of ore per fathom. The twenty fathom level is driving through a lode twenty inches wide, of spar, peach, mundaic, and ore, producing of the latter two tons per fathom—favourable. The thirty fathom level is still poor. The winze at its back is rising upon a lode fifteen inches wide; two tons of low-priced ore extracted. The lode intersected at the thirty fathom level, west of engine-shaft, is in two parts, the largest, nine inches wide, will produce about one ton of ore per fathom. The smaller is of little value. Callaway's lode and surrounding ground, at the ten, west of Stephens', are favourable, the former twelve inches wide. Campbell's shaft is holed to the thirty fathom level; lode large and kindly—commence cutting plat, the driving of the level will follow, and the sinking of the shaft continued. A level ought to be started at the twenty fathom level, towards Mudge's. The communication to the thirty fathom level effected, the level being twenty-seven fathoms under adit. The winze sinking towards the fifty fathom level east of Wm. Elizabeth shaft is completed, the men driving and stopping it towards Mudge's, in which operation some good stones of ore are broken from the lode. Nothing done on James's lode, at Devonshire's; men engaged in clearing the water to the sixty-five fathom level. At Wheal Leisure, the 116 fathom level contains a lode three feet wide, of capel, spar, mundaic, and spots of ore—little of the latter; ground encouraging. The soft fluecan has again presented itself, which occurred in the 106 fathom level, and which promises mischief—lode still poor. In the ninety-six fathom level the lode is promising, three to four feet big, and contains good stones of ore; the backs will set freely on tribute. The tributaries are working vigorously, and should no alteration occur in the pitches, a sampling equal, if not superior to the last, will be the result of the two months' working. At Wheal Prudence, the lode in the sixty-two fathom level maintains its usual size of from four to five feet big, composed of capel, jack, mundaic, and ore—producing of the latter two tons per fathom. At the fifty-two fathom level the lode is still promising, but not so rich; between three and a half to four feet wide, producing three tons of ore per fathom. The very finest stones of ore seen at this mine broken from it, one lately put in the counting-house weighs 2 cwt. 20 lbs., worth 10l. or 12l. per ton. Suppose that the lode lately discovered in Bourdillon's engine-shaft is the same as that presenting itself in the fifty cross-cut, being promising; some men have been set to open two fathoms upon its course, to ascertain its properties. The ground in Bourdillon's engine-shaft is much the same; that in the sixty-two cross-cut is but little altered, whilst that in the forty-two is somewhat harder than common. H. HUMPHRIES.

#### FOREIGN MINES.

##### ST. JOHN DEL REY MINING COMPANY.

Morro Velho, March 18.—The supply of stone has been sufficient to keep the forty-eight heads going, and the produce, I am glad to observe, has improved.

March 24.—At the mine we have been enabled to keep the supply of ore for the stamps, although we have been interrupted by the water from the timber for the new landing place and some heavy showers of rain. Yesterday the axle of the horizontal bob broke where the arms of the ring pass







## WORK PERFORMED BY STEAM-ENGINES,

IN MAY, 1838.

Taken from the official duty paper by Mr. THOMAS LEAN, of Marazion, Cornwall.  
s stands for single; d for double; in for inches.

MINES	Engines and the Diameter of the Cylinders.	Area, square inches.	Stroke, feet.	Revolutions per minute.	Power, horse power.	Engines' Names
W. U. Wood.	William's 90 in.	372.78	8.96	1496	57.25	James Sims
Poldice.	Sim's 90 in.	663.14	8.96	3060	107.79	ditto
Wh. Damsel.	Stephens's 50 in.	70.47	13.0	760	9.99	ditto
Wheal Jewel.	30 in.	65.34	14.2	672	8.91	ditto
Dolcoath.	76 in.	302.31	9.83	2536	48.14	Jeffrey.
E. Wh. Croft.	76 in.	302.31	9.83	2536	48.14	James Sims.
South Roskear.	New eng. 70 in.	203.58	8.64	1377	48.08	John West.
South Roskear.	W. Chance 60 in.	211.2	13.26	1286	74.19	ditto
Tincroft.	56 in.	161.23	14.03	1240	48.56	ditto
Wheal Seton.	45 in.	183.18	8.6	674	32.56	James Sims.
Wh. Treasury.	West's en. 50 in.	137.4	13.64	1942	55.24	ditto
St. Austell.	Burn's en. 64 in.	1077.4	11.58	2502	42.09	ditto
St. Austell.	Stonagat 24 in.	12.0	12.0	—	—	—
Blinner Downs.	W. Treas. 50 in.	—	—	—	—	—
Blinner Downs.	Gregor's 42 in.	—	—	—	—	—
Blinner Downs.	Burn's 64 in.	—	—	—	—	—
Blinner Downs.	W. Penny 24 in.	—	—	—	—	—
Wheal Julia.	80 in.	547.22	9.16	2536	61.26	James Sims.
Duffell.	80 in.	587.59	8.4	1967	60.20	ditto
Copper Bottom.	36 in.	361.35	8.38	604	42.83	Wm. West.
Carlise Cons.	70 in.	281.84	7.96	1484	47.57	Wm. Thomas.
W. Darlington.	80 in.	587.59	8.4	1967	60.20	Eustis.
Marazion.	Powell's 60 in.	410.2	15.76	2018	51.24	Grose.
Marazion.	E. Rodney 40 in.	102.72	7.1	480	7.42	J. West.
Providence.	80 in.	165.80	10.82	4721	99.46	ditto
Consolidated.	Taylor's 83 in.	11.46	33.84	6328	73.37	Hook & Loam.
Consolidated.	Davey's 80 in.	18.47	31.06	72.47	176.67	ditto
Consolidated.	Pearce's 65 in.	10.8	20.06	52.92	74.2	ditto
Consolidated.	Woolf's 90 in.	11.56	—	—	—	ditto
Consolidated.	Bawden's 90 in.	8.3	45.80	38.03	7.56	ditto
Consolidated.	Shears's 55 in.	12.9	—	—	—	ditto
Consolidated.	Cardoso's 90 in.	11.5	37.69	38.6	9.98	ditto
Consolidated.	Eldon's en. 30 in.	17.96	62.1	72.42	43.4	ditto
Consolidated.	Loam's 85 in.	11.43	26.89	38.36	6.43	ditto
Consolidated.	Hocking's 85 in.	12.08	32.26	76.03	7.50	ditto
W. Beauchamp.	Western 36 in.	269.50	12.5	1640	28.53	ditto
W. Beauchamp.	Powling's 36 in.	269.50	12.5	1640	28.53	ditto
Polgoth.	66 in.	746.66	9.2	1485	74.34	James Sims.
Charlestown U.M.	50 in.	357.5	9.78	1324	42.47	ditto
Charlestown U.M.	Hudson's 70 in.	492.8	12.9	4213	51.24	James Sims.
Charlestown U.M.	Randall's 41 in.	202.8	21.0	1536	34.69	ditto
Fowey Consols.	Austen's 80 in.	368.86	11.0	1802	30.73	W. West.
Fowey Consols.	Sawle's 24 in.	—	16.93	112	—	ditto
Wheal Union.	40 in.	559.46	10.37	1018	51.26	S. Trethewey.
Wheal Union.	70 in.	510.72	10.13	1018	51.26	ditto
Wheal Vor.	Borlase's 80 in.	14.57	22.47	29.30	3.4	Richardson.
Wheal Vor.	Trelawny's 80 in.	14.1	33.24	38.99	7.3	ditto
Wheal Vor.	Woolf's 53 in.	16.9	1810	28.84	5.61	ditto
Wheal Vor.	Cardoso's 45 in.	17.76	13.75	42.46	9.61	ditto
Wheal Vor.	W. Broad's 40 in.	10.89	10.08	45.72	3.32	ditto
Wheal Vor.	Leed's en. 60 in.	—	16.7	2034	—	ditto
Wheal Vor.	36 in.	—	21.70	864	—	Grose.
Wheal Leisure.	Easton's en. 70 in.	247.07	14.43	2064	53.92	Grose & West.
Wheal Leisure.	Weston's en. 60 in.	11.3	20.28	46.86	3.94	ditto
St. George.	North 60 in.	10.84	17.16	39.00	3.70	ditto
St. George.	South 40 in.	765.48	15.31	1300	55.89	ditto
St. George.	Devon's 70 in.	7.23	19.56	25.89	4.78	ditto
Wh. Prudence.	33 in.	135.5	16.7	1430	27.52	James Gray.
Wh. Prudence.	40 in.	340.36	16.55	1840	42.61	ditto
Wh. Prudence.	60 in.	227.58	12.1	2142	45.72	James Sims.
Wh. Prudence.	40 in.	212.68	15.9	1556	34.04	Grose.
Wh. Prudence.	24 in.	11.61	9.75	161	28.44	W. Trezise.
Wh. Prudence.	50 in.	16.76	—	—	—	J. Rowe.
Wh. Prudence.	30 in.	30.54	10.3	290	51.87	P. Mitchell.
Wh. Prudence.	Levant.	59.73	13.45	251	27.03	R. Bolitho.
Wh. Prudence.	Ding-dong.	96.23	8.94	242	49.03	Grose.
Wh. Prudence.	Morvah & Zen.	—	—	—	—	—

## STEAM-ENGINES STAMPING ORES,

IN MAY, 1838.

MINES	Diameter of the Cylinders.	No. of Heads.	Consumption of coal in bushels per hour.	Power, horse power.	Engines' Names
Ballaewidden.	24 in.	47	1218	24	W. Trezise.
St. Austell Hill.	32 in.	32	1318	24	W. West.
St. Austell Hill.	32 in.	75	1379	5	J. Sims.
Wheal Kitty.	32 in.	57	854	5	ditto
Corn Brea.	32 in.	60	682	5	ditto
Tincroft.	36 in.	48	716	5	W. & J. West.
Wheal Vor.	24 in.	34	1108	24	Richardson.
Wheal Vor.	27 in.	48	1803	24	ditto
Wheal Vor.	16 in.	24	—	2.9	ditto

Average height which every head lifts in nine inches—9.

## STEAM-ENGINES DRAWING ORES,

IN MAY, 1838.

MINES	Engines.	Consumption of coal		Power		Engines' Names
		per hour, in bushels	per 100 fms	horse power	per bushel of coal.	
East Crinnis....	Rundle's....	—	—	—	—	Hocking and Loam.
Ditto.....	Gill's.....	—	—	—	—	
	Taylor's.....	365	907.9	630	10.34, 153	
	Davey's.....	375	1320.5	660	16.15, 520	
	Pearce's.....	124	580.6	660	17.13, 219	
Consolidated Mines.....	Elve's.....	473	1201.4	690	11.04, 496	
	Deeble's.....	332	815.8	720	10.76, 2.94	
	Woolf's.....	346	1084.3	570	10.76, 720	
	Bawden's.....	73	2019	740	12.27, 9.45	
United Mines.....	Mitchell's.....	323	720.2	700	9.36, 219	
Ditto.....	Poldorey.....	289	857.3	620	13.47, 4.30	
	Hocking's.....	286	1109.1	710	20.92, 3.76	
Charlestown U.M.....	.....	332	4682	1120	9.17, 4.93	
	.....	.....	942	1400	.....	
Fowey Consols.....	Davis's.....	316	983.5	800	15.87, 2.943	W. West.

W. U. Wood's engine has been idle all the month; South Roskear engine has not yet been fully restored since it was burnt; Poldice engine, Austen's engine at Fowey Consols, Whal Prudence engine, Hocking's engine at United Mines, Burn's engine at Wheal Treasury, and Carlson engine at Wheal Vor, have been repaired. The Counter at Leeds engine, Great Work, is being repaired. The Pigeometer, and the Water Meter at Loam's engine, United Mines, have not worked all the month. The boiler at Wheal Seton has burst this month, and is still leaky.

Marazion June 9. THOMAS LEAN and BROTHER.

## SALE OF BLACK TIN.

Sampled June 15, and sold at Redruth, on the 19th.

Mines	Tons	Total	Price	Each parcel	Money in each Mine	Purchasers
Charlestown U.M.	224	47	2	1072	10	Trethellan.
Charlestown U.M.	294	45	15	1349	12	Chyandour.
Charlestown U.M.	3	43	15	429	9	Trethellan.
Charlestown U.M.	3	43	15	118	5	Trethellan.
Wheal Kitty.	23	46	2	1060	17	Chyandour.
Wheal Kitty.	13	42	10	552	10	Trethellan.
Polgoth.	262	46	15	1250	11	Trethellan.
Polgoth.	29	41	12	93	13	Trethellan.
Bottle Hill.	22	41	7	976	5	Chyandour.
Bottle Hill.	14	21	0	26	5	Trethellan.
Caribrea.	16	47	0	752	0	Trethellan.
Caribrea.	5	45	0	225	0	Trethellan.
Wheal Budnick.	9	36	15	420	15	Trethellan.
Wheal Budnick.	74	42	17	321	11	Trethellan.
Wheal Budnick.	14	45	15	68	12	Trethellan.
Wheal Budnick.	2	42	10	85	0	Trethellan.
Carion.	3	57	5	280	5	Chyandour.
Carion.	3	48	17	146	12	Chyandour.
Carion.	2	45	2	90	5	Chyandour.
St. Austell Hills.	23	46	12	116	10	Chyandour.
St. Austell Hills.	83	44	0	165	0	Chyandour.
St. Austell Hills.	3	42	0	31	10	Chyandour.
Wheal Ann.	6	50	15	—	—	Trethellan.
South Polgoth.	45	44	5	190	2	Trethellan.
South Polgoth.	1	38	6	58	0	Trethellan.
Consolidated Mines.	18	36	10	54	15	Chyandour.
Consolidated Mines.	4	40	10	40	10	Trethellan.
Consolidated Mines.	6	35	17	17	9	Trethellan.
Wheal Trumpet.	2	50	7	—	—	Trethellan.
New Crinnis.	14	44	7	66	11	Trethellan.
United Mines.	4	42	10	—	—	Trethellan.

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## PURCHASES OF COPPER ORES AT SWANSEA,

JUNE 13.

Purchaser.	Mine.	Tons.	Total.	Price.	Amount.	Total Amount.		
				£ s. d.	£ s. d.	£ s. d.		
1. FREEMAN & Co.	Knockmahon	22	43	7 12 6	167 15 0	318 15 0		
	.....	20		7 11 0	151 0 0			
2. P. GREEN- WELL & SONS	Concorree	74		3 3 6	234 19 0			
	Ballygahan	8		4 13 6	37 8 0			
	.....	23		2 8 0	55 4 0			
	.....	16	153	2 11 6	41 4 0			
	Copla	164		19 3 0	315 19 6			
	Penrallt	16		10 2 6	162 0 0			
3. CROWN COFFEE CO.	Union	106		3 0 0	318 0 0			
	Ballygahan	43		3 12 0	162 0 0			
4. SIME, WILL- IAMS, NEVILL, and Co.	Ballymurtagh	50	600	2 12 0	208 0 0	836 14 6		
	.....	70		2 13 0	201 8 0			
	.....	71		3 10 0	248 10 0			
	.....	58		1 11 0	90 2 0			
	.....	46		2 7 6	109 5 6			
	.....	38		2 7 0	80 6 0			
	.....	35		2 1 6	74 14 0			
	.....	14		2 17 6	40 5 0			
	Allihies	80		9 0 0	720 0 0			
	.....	33		9 4 0	308 12 0			
	Ballygahan	18		3 1 6	55 7 0			
	Copla	35		17 10 6	629 2 6			
	Peru	20		2 19 6	59 10 0			
5. VIVIAN & SONS.	Ballymurtagh	52		438	2 18 0		180 16 0	2820 1 6
	.....	37			1 18 0		70 6 0	
	Knockmahon	93	7 19 6		741 13 6			
	.....	274	6 5 0		171 17 6			
	Cobre	76	23 8 0		1911 8 0			
	Concorree	28	2 18 6		61 18 0			
	.....	8	4 13 6		57 8 0			
	.....	5	53 13 6		298 7 6			
	Tigrony	144	4 15 0		68 17 6			
	.....	29	2 10 0		6 3 0			
	Valparaiso	95	17 10 6		1664 17 6			
6. WILLIAMS and Co.	Knockmahon	112	702		7 18 0	884 16 0	5173 14 6	
	.....	71			7 18 0	790 0 0		
	.....	91			7 19 6	725 14 6		
	.....	274			6 5 0	171 17 6		
	.....	8		7 14 0	385 0 0			
	Cobre	76		20 18 6	2573 11 0			
	.....	80		23 7 6	1870 0 0			
	Tigrony	56		2 13 0	148 8 0			
	.....	14		4 13 0	68 17 6			
	.....	29		2 16 0	6 5 0			
	Cronebane	16		3 15 6	56 12 6			
	Copla	162		19 3 0	315 19 6			
	Llandidno	31		1 7 6	42 12 6			
	Peru	20		2 19 6	59 10 0			
7. BENSON, and Co.	Ballymurtagh	53		90	2 6 0	121 8 0		8099 4 6
	Sygan	31	2 3 0		66 13 0			
	Penrallt	15	5 10 6		82 17 6			
MINES ROYAL Co.	Chill	83	163	9 8 6	782 5 6	271 8 6		
	.....	71		8 14 6	2181 9 6			
	.....	9		9 5 6	83 9 6			
						3047 4 6		



## JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount paid up.	Balance.	Shareholder's Name.
25,000	Agric. & Com. of Ire.	25	10	—	—
5,000	Australian	40	—	8	Jan.
1,500,000	Bank of Scotland	834	204	—	—
10,000	Bank of Birmingham.	50	10	10	Mar.
10,000	Birmingham Bank.	50	19	19	—
500,000	British Linen Co.	100	100	183	—
20,000	British North Amer.	50	20	24	19
3,000,000	Commercial	100	100	183	—
20,000	Colonial	100	25	27	—
3,000	Equitable Loan Co.	—	9	10	—
10,000	Foreign Banking Co.	—	5	9	—
2,000,000	Glasgow Union	50	50	65	—
10,000	Gloucestershire	50	19	10	Feb.
6,000	Hampshire	50	5	—	Aug.
10,000	Hibernian	100	25	4	—
3,000	Devon & Cor. Bg. Co.	20	20	36	—
30,000	London & Westmins.	100	23	22	5
3,000	Lancaster	100	20	—	Mar.
25,000	Liverpool	100	10	23	6
50,000	London Joint Stock Co.	50	13	112	July
10,000	Manch. & Liver. Dis.	100	15	19	7
20,000	Manch. & Liver. Dis.	100	27	27	7
25,000	Manch. & Liver. Dis.	100	27	27	7
25,000	Manch. & Liver. Dis.	100	27	27	7

60,000	North & South Wales	10	10	94	6	—
5,000,000	National Scotland	—	10	13	—	—

20,000	Nat. Bank of Ireland	50	17	16	5	
10,000	Nat. Provinc. Eng.	10	35	35	5	Jan.
80,000	Nor & Cnt. B. of Eng.	10	10	..	5	Dec.
10,000	Nord Wiltz. ....	25	5	8	7	
20,000	Prov. Bk. of Ireland	100	25	43	8	July
4,000	Ditto New	10	10	17	8	
2,000,000	Royal of Scotland..	..	109	..	..	..
7,000	South African.....	..	..	5	..	..
20,000	S. of Ireland, Cork..	25	5	5	..	..

50,000	W. of Eng. & S. W. Dis	20	12½	12	..	..
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20,000 Wills and Dorset	15	75	75	5	—
GAS LIGHT AND COKE COMPANIES					
10,000 Alliance	10	8	—	15	—
2,500 Bath	20	16	—	—	Sept.
600 Bradford	25	25	—	10	—
5,000 British	40	16	214	13	Nov.
5,000 Do. Provincial	20	13	224	—	—
928 Birmingham	50	50	98	54	Sept.
2,400 Birn. & Staffordshire	50	50	76	4	—
600 Brentford	50	—	30	4	April
4,250 Bristol	20	20	36	2	Feb.
1,500 Brighton	20	20	102	34	—
750 Do. New	20	18	9	34	—
2,471 Brighton, General	20	20	17	43	Nov.
363 Carlisle	25	—	—	—	—
4,000 Continental Consolidat.	75	624	90	4	Nov.
240 Canterbury	50	50	55	6	Jan.
700 Chelmsford	50	50	42	4	Dec.
300 Cheltenham	50	50	75	8	Oct.
1,000 City of London	100	100	196	10	Sept.
1,000 Do. New	100	60	114	6	Dec.
800 Coventry	25	25	—	—	—
200 Derby	50	50	—	—	—
180 Dover	50	50	—	—	—
600 Dudley	20	20	184	5	—
4,500 Edinburgh Coal Gas	25	25	—	—	—
Edinburgh and Alloa	—	14	—	—	—
240 Exeter	50	50	—	—	—
4,000 Equitable	50	50	304	44	April
4,000 Epsom	20	7	—	—	—

20,000 Greenwich Railw. Gas	..	1	..	—
10,000 Imperial	50	50	50	21

55,000	Do. Bonds.	100	100	27	—
1,200	Ipswich	10	4	—	—
2,000	Isle of Thanet	25	20	—	Aug.
250	Independent.	30	49	6	Oct.
240	Leicester	50	50	—	—
750	Leith Coal Gas.	20	20	—	—
600	Liverpool	242	310	22	—
	Do. N. Gas and Coke	100	100	—	—
	Do. (New Do.)	60	—	—	—
200	Maidstone.	50	100	9	Feb.
9,000	Phoenix	60	214	3	June
579	Portsea	53	—	—	—

1,000 Ratcliff .....	100	80	58	4	Sept.
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4,480	Rochdale	..	15	..	—
4,000	South Metropolitan	..	50	19	2½ Aug.
1,000	Sheffield	..	16½	..	—
1,000	Shrewsbury	..	10	..	—
120	Swansea	..	50	50	—
2,200	Union General	..	50	46 29½	5 Jan.
240	Warwick	..	50	50 50	5 Jan.
400	Wakefield	..	25	25 22½	1½ Jan.
750	Warrington	..	20	20 22	1 Oct.
500	Westminster Chartered	..	50	50 50½	3 Dec.

200	Worthing	50	50	..	5	Aug.
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DOCKS.						
13,480	Commercial	100	100	56	3	July
238,667	Ditto Additional	100	100	115	6	Sept.
1,038	East Country	100	100	74	—	—
338,310	London	100	100	63	23	Dec.
	Ditto Bonds	..	..	101	—	—
800,000	West India	..	..	107	44	Dec.
2,209	Bristol	147	147	80	219	Dec.
35,324	Ditto Notes	..	..	113	5	Nov.
570	Pflockstone Harbour	50	50	..	..	—
5,000	Ditto Bonds	..	..	..	5	—

52,752 St. Katharine.. Stock	100	100	103	5	Jan.
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0,000 Ditto Bonds .. ..	1004	43	Oct.
0,000 Do. Bonds for 10 years .. ..	1007	4	Oct.
2,500 Deptford Pier .. ..	20	3	—
1,000 Herne Bay Pier .. ..	..	..	—

  

BRIDGES.					
000 Hammersmith .....	50	50	224	10s	Jan
231 Southwark w. new sub. ..	654	754	2	—	Dec.
000 Do. New of 7½ per cent. ..	50	50	14	17	Dec.
000 Vauxhall .....	63	63	2	12	Feb.
448 Waterloo .....	100	100	3	—	Dec.
000 Do. old Annuities of 8l. ..	60	60	19	18s 8	Feb.
000 Do. new do. of 7l. ..	40	40	174	16s 4	Feb.
00 Ditto Bonds .. ..	..	..	118	5	Feb.

  

WATER WORKS.					
00 Birmingham .. ..	25	25	214	0s	—
1 Colchester .. ..	100	100	—	—	—
3 East London .. ..	100	100	160	6	Jan.
0 Glasgow .. ..	50	50	—	—	—

Edinburgh Joint Stock	25	25	—	—	—
Kept	100	100	43	2	Jan

2 Liverpool Bootle .....	220	220	325	10	Jan.
5 New River Lond. Bridge					
Water Annuities .....			59½	24	Oct.
5 Manchester & Salford ..	100	30	54	12	Mar.
6 Portsea Island .....	50	50	..	..	..
2 Portsmouth & Farnington	50	50	..	..	..
4 Do. New .....	50	50	21	..	Mar.
4,000 Ramsgate .....	10	8	10	..	..
9 Vauxhall, late So. Lond.	100	100	87	4½	Oct.
9 West Middlesex .....	63½	63½	98	4	Dec.
York Building Co. L. P.	100	100	35	12½	Oct.
<b>ROADS.</b>					
43 Archway and Kent Tn. ..	30	30	..	18s	1 Nov
30 Barking .....	100	100	22½	14	1 & 7
10 Commercial .....	100	100	75	5	1 & 7
10 Do. East India Dock Br.	100	100	..	8	1 & 7
2 Forest Row .....	..	70	..	21½	1 & 7
43 Highgate Archway .....	..	30½	8	..	..
24 New North Rd. Stock	100	100	..	..	..
<b>LITERARY INSTITUTIONS.</b>					
Adelaide Gal. of Science ..	50	..	..	..	..
London, w. House Bk. ....	75	75	20	..	..
London University .....	100	100	24½	..	..
Russell .....	25	25	7½	..	..
King's College .....	100	100	26	..	..

Printed and Published by HENRY ENGLISH

the Proprietor, at his Office, No. 12, Gough-square,  
Fleet-street, in the city of London; where all Com-  
munications and Advertisements are requested to be  
forwarded, postpaid.—Saturday, June 23, 1838.